Scoping Summary Report

May 2019

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Appendices are available on Sound Transit's website at: soundtransit.org/tdle.

Acronyms and Abbreviations

ADA	Americans with Disabilities Act
Board	Sound Transit Board
BRT	bus rapid transit
COT	Community of Interest
DAHP	Washington State Department of Archaeology and Historic Preservation
DNR	Washington State Department of Natural Resources
Ecology	Washington State Department of Ecology
EIS	environmental impact statement
EPA	U.S. Environmental Protection Agency
FTA	Federal Transit Administration
FWPD	Federal Way Police Department
HCT	high-capacity transit
I-5	Interstate 5
Metro	King County Metro Transit
NEPA	National Environmental Policy Act
NWSA	Northwest Seaport Alliance
Port	Port of Tacoma
PSRC	Puget Sound Regional Council
ROD	Record of Decision
SEPA	State Environmental Policy Act
Sound Transit	Central Puget Sound Regional Transit Authority
SR	State Route
ST3	Sound Transit 3
TDLE	Tacoma Dome Link Extension
TOD	transit oriented development
Tribe	Puyallup Tribe of Indians
WISAARD	Washington Information System for Architectural and Archaeological Records Data
WSDOT	Washington State Department of Transportation

1 INTRODUCTION

1.1 Purpose of this Report

Sound Transit conducted scoping for the Tacoma Dome Link Extension from April 1 through May 1, 2019. This report describes the scoping process and summarizes the comments received from agencies, tribes, and the public. **Appendices A through H** provide supplementary information on the scoping process, public outreach, and the comments received.

1.2 Tacoma Dome Link Extension

The Central Puget Sound Regional Transit Authority (Sound Transit) and the Federal Transit Administration (FTA) are conducting scoping activities for an environmental impact statement (EIS) they will prepare for the Tacoma Dome Link Extension (TDLE) project. This project is part of the Sound Transit 3 (ST3) Plan approved by voters in 2016. The project would extend the regional light rail system nearly 10 miles, from the Federal Way Transit Center Station in the city of Federal Way, King County, to the Tacoma Dome Station area in the city of Tacoma, Pierce County. It includes four new stations and a bridge crossing the Puyallup River. **Exhibit 1** shows the location of the TDLE project and potential alternatives being considered during scoping as Sound Transit works to identify which alternatives to evaluate in the Draft EIS. TDLE is a regional capacity project listed as part of The Regional Transportation Plan—2018 (PSRC 2018) prepared by the Puget Sound Regional Council (PSRC) and Sound Transit's Regional Transit Long-Range Plan Update adopted on December 18, 2014 (Sound Transit 2014a). **Exhibit 2** shows Sound Transit's regional transit system, including TDLE and other projects that are part of the system expansion.

The TDLE project would be primarily elevated with stations at South Federal Way, Fife, East Tacoma, and Tacoma Dome, and park-and-ride facilities planned in South Federal Way and Fife. The Tacoma Dome Station would serve as a multimodal transit hub, with transfer options to and from Sounder service, Amtrak, Tacoma Link, and Pierce Transit and Sound Transit buses.

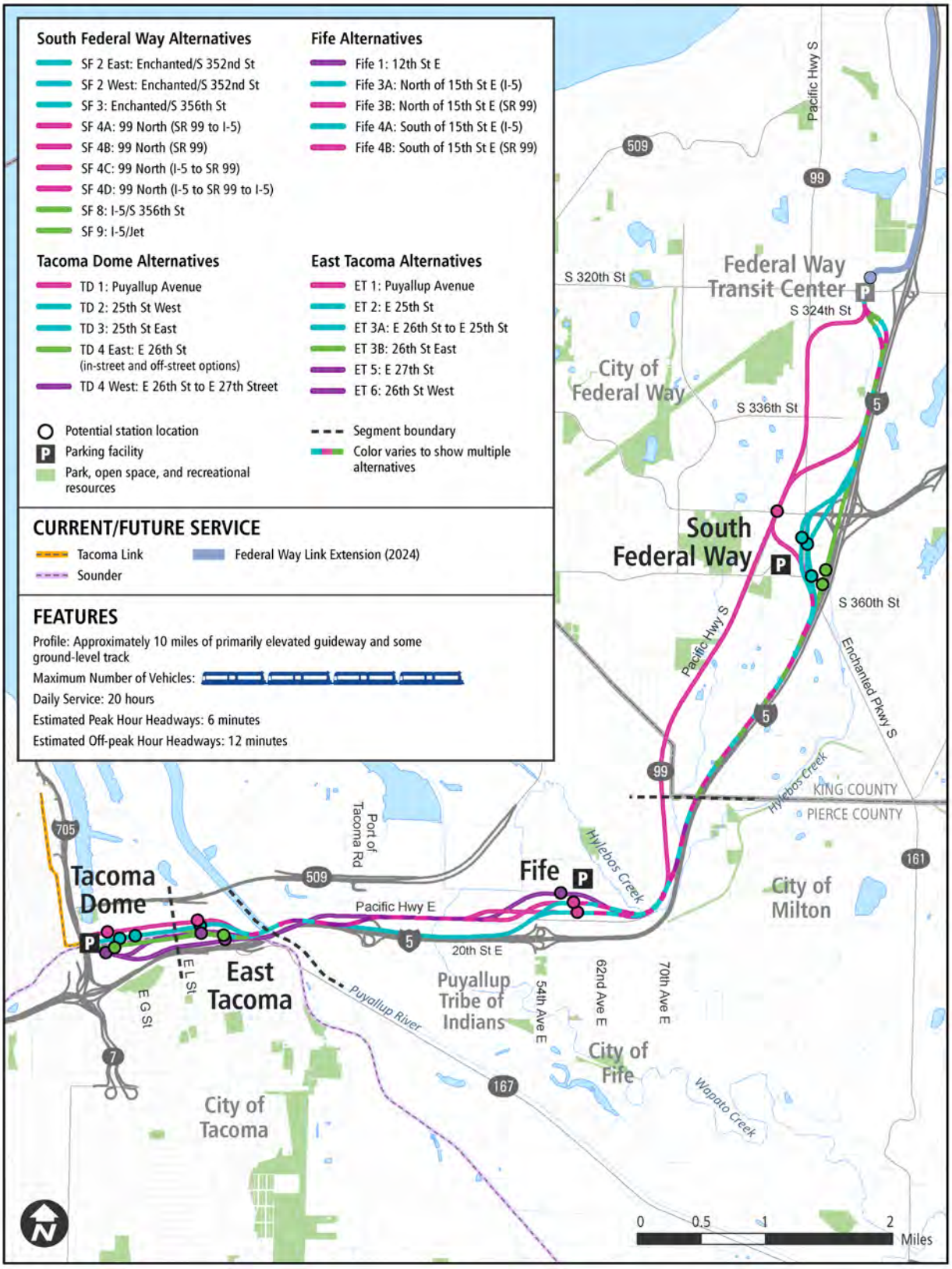

Exhibit 1 **Project Area Map and Potential Alternatives Considered During EIS Scoping**

Exhibit 2 Regional System Map

2 THE SCOPING PROCESS

2.1 Purpose of Scoping

Scoping provides an opportunity for the public to learn about and provide comments on the project as it begins, including the Purpose and Need statement, potential alternatives, and environmental resources to evaluate in the EIS. Scoping supports the project's overall planning, public involvement, and state and federal environmental approach.

The FTA and Sound Transit have concluded that the project has the potential to result in significant environmental effects and an EIS is needed, as required by the National Environmental Policy Act (NEPA) and Washington's State Environmental Policy Act (SEPA). Various alternatives to develop light rail in the corridor are being considered for evaluation in the EIS. The light rail alternatives are based on the potential alternatives identified through an alternatives evaluation process that includes input from agencies, tribes, and the public. A scoping notice for the EIS has been published in the Federal Register and the SEPA register (**Appendix A**).

2.2 Opportunities to Comment

The comment period for scoping was from April 1 through May 1, 2019. During this time, several meetings helped to inform and obtain input from agencies, tribes, and the public.

Three community open houses (public meetings) were conducted (see Section 3.2).

During the scoping process, people were able to provide comments in the following ways:

- Online: tdlink.participate.online
- Email: TDLEscoping@soundtransit.org
- Mail: Sound Transit, TDLE project
  c/o Elma Borbe, Senior Environmental Planner
  401 S. Jackson Street, Seattle, WA 98104
- Phone (via voicemail): 206-903-7118
- Open Houses: Written comment forms and computer terminals with online commenting input. A court reporter was also present at the open houses to transcribe spoken comments.
- Listening Session in East Tacoma: Written comment forms

In addition to the public meetings, a scoping meeting was held for tribes, agencies, and jurisdictions on the afternoon of April 16, 2019 in Fife. Agency participants were able to learn about the project, ask questions, and provide informal comments in advance of providing their formal scoping comment letters.

Scoping information was summarized in the Scoping Information Report prior to the start of the comment period (**Appendix B**).

2.3 Summary of Participation

Participation during the scoping period included:

Tribal, agency, and jurisdiction participation

- Fifteen representatives attended the Agency Scoping Meeting on the afternoon of April 16, 2019.
- The Puyallup Tribe of Indians (Tribe) and members of several local government agencies attended the Agency Scoping Meeting and community open houses.
- The Tribe and 13 agencies submitted comment letters.

Public participation

- More than 200 people attended three community open houses in Federal Way, Fife, and Tacoma and a listening session in East Tacoma.
- Over 3,100 people participated in an online open house.
- Over 650 communications were received. These included narrative feedback and evaluative/quantitative feedback for level of interest in a given alternative.
- Ads on Sound Transit's Facebook page reached over 34,500 social media users. More than 140 social media user engagements, likes, and retweets were observed on Sound Transit's Twitter page.
- Several posts were included on Sound Transit's Facebook page (31,164 subscribers) and Twitter (84,800 followers).
- Posters were placed in 151 different locations throughout the project area between Kent and Tacoma.
- More than 67,460 postcards were mailed to homes, apartments, and businesses in Federal Way, Fife, Milton, and Tacoma.
- One news release and three update notices were emailed to 6,200 email list subscribers.
- Display advertisements (**Appendix C**) were placed in 13 local online and print publications, as well as promoted posts on Facebook to zip codes in the project area.
- Four briefings were provided to stakeholders in the project area (Downtown On the Go, Tacoma Area Commission on Disabilities, Dome District Tacoma, EL1 Tacoma).
- Field visits/door-to-door outreach reached over 120 businesses, property owners, and residents.

3 SCOPING MEETINGS AND OUTREACH

The scoping period included an agency meeting, three open houses, and a listening session.

As part of the broader community engagement efforts, Sound Transit has also been conducting briefings for city councils and organizations, and regular meetings with the Stakeholder Group, Elected Leadership Group, and Interagency Group.

3.1 Tribe, Agency, and Jurisdiction Scoping Meeting

3.1.1 Notification

An agency scoping meeting to present project information and receive comments was held on April 16, 2019 from 2:00 to 4:00 p.m. at the Fife Community Center, 2111 54th Avenue E, Fife. Sound Transit sent notices for the meeting by email to representatives of the following tribes, agencies, and jurisdictions. Those that attended the meeting are shown with an asterisk.

Tribes

- Puyallup Tribe of Indians*
- Confederated Tribes and Bands of the Yakama Nation
- Muckleshoot Indian Tribe
- Nisqually Indian Tribe

Federal Agencies

- Advisory Council on Historic Preservation
- Bonneville Power Administration
- Federal Aviation Administration, Northwest Mountain Region
- Federal Emergency Management Agency, Region 10
- Federal Highway Administration, Washington State Division*
- Federal Motor Carrier Safety Administration
- Federal Railroad Administration
- Federal Transit Administration, Region 10
- Maritime Administration, Pacific Northwest Gateway Office
- National Oceanic and Atmospheric Administration Fisheries, West Coast Region
- U.S. Army Corps of Engineers
- U.S. Bureau of Indian Affairs, Northwest Region
- U.S. Coast Guard, District 13
- U.S. Department of Homeland Security, Transportation Security Administration
- U.S. Department of Housing and Urban Development, Region 10
- U.S. Department of the Interior, Office of Environmental Policy and Compliance, Pacific Northwest Region
- U.S. Fish and Wildlife Service, Washington Fish and Wildlife Office
- U.S. Environmental Protection Agency, Region 10*
- U.S. Department of the Interior, Office of Environmental Policy and Compliance, Pacific Northwest Region

State Agencies

- Washington State Department of Archaeology and Historic Preservation*
- Washington State Department of Natural Resources
- Washington State Department of Ecology
- Washington Department of Fish and Wildlife*
- Washington State Department of Transportation*
- Washington State Recreation and Conservation Office

Regional and Local Agencies

- City of Federal Way*
- City of Fife*
- City of Kent
- City of Milton
- City of Tacoma*
- City of Auburn
- City of University Place
- King County Department of Development and Environmental Services
- King County Metro Transit
- King County Council
- King County Department of Natural Resources and Parks
- Northwest Seaport Alliance*
- Pierce County
- Pierce Transit*
- Port of Tacoma
- Puget Sound Clean Air Agency
- Puget Sound Regional Council

3.2 Community Open Houses and Listening Session

Sound Transit hosted three community open houses (public meetings) and one targeted listening session to inform and obtain input from the public. More than 200 people attended these events:

- **Open house at Fife Community Center**
  April 16, 2019, 6:00–8:00 p.m.
  2111 54th Avenue E, Fife, WA 98424
- **Open house at Greater Tacoma Convention Center**
  April 17, 2019, 6:00–8:00 p.m.
  1500 Commerce Street, Tacoma, WA 98402
- **Open house at Federal Way Performing Arts and Event Center**
  April 23, 2019, 6:00–8:00 p.m.
  31510 Pete von Reichbauer Way S, Federal Way, WA 98003
- **Listening session at Eastside Community Center**
  May 2, 2019, 6:30–8:30 p.m.
  1721 E 56th Street, Tacoma, WA 98404

The listening session was an additional event added to the scoping and outreach program to provide further opportunities for members of the East Tacoma community. The event, which had translators available, allowed community members to discuss their views on the neighborhood that will be served by the new East Tacoma Station, and to provide comments on the Level 2 alternatives. See **Appendix G,** East Tacoma Listening Session Summary.

All public meetings were held at locations accessible to persons with disabilities. Alternative formats and translation services were available by contacting:

- Alternative formats: 1-800-201-4900
- Translation services: 1-800-823-9230
- Persons who are deaf or hearing-impaired: TTY Relay 711
- Email: accessibility@soundtransit.org

3.2.1 Open House Notification

Sound Transit advertised the community open houses through a variety of methods including:

- Postcards to over 67,460 households and businesses, including both owners and renters
- Online and print advertisements in 13 publications (listed in **Table 1**)
- Posters at 151 locations in the corridor
- One news release and three email update notices
- Social media posts
- Project website

Table 1 Online and Print Display Advertisements

Publication	Format and Run Dates
El Siete Dias (translated)	Print: April 1–30 Online: April 1–30
Federal Way Mirror	Print: April 12 and 19 Online: April 1–May1
International Examiner	Print: April 10–23 Online: April 5–26
Korea Daily (translated)	Print: April 16 and 20
Korean Times Seattle (translated)	Print: April 12 and 19
Northwest Military	Online: April 1–30
Northwest Vietnamese News (translated)	Print: April 5, 12, 19 Online: April 5–26
The Seattle Times	Print: April 14 and 21 Online: April 3–24
South Sound Biz	Online: April 1, 3, 4, 8, 10, 11, 15, 17, 18, 19, 22, 23
Tacoma News Tribune	Print: April 15 and 22 Online: April 5–26
Tacoma Weekly	Print: April 14 and 21 Online: April 12–26
Tu Decides (translated)	Online: April 12 and 19
Weekly Volcano	Print: April 4–17

3.2.2 Open House and Listening Session Format

The open houses presented the project Purpose and Need statement, the latest route and station options, and process/timeline. The listening session in East Tacoma presented the project background and primarily presented information about the East Tacoma and Tacoma Dome station areas. A summary of the East Tacoma listening session is provided in **Appendix G,** East Tacoma Listening Session Summary.

Laptops were set up at the venues for attendees to review the online open house materials and submit comments. Sound Transit project staff were available to answer questions. A court reporter was present to transcribe attendees' verbal comments.

3.3 Outreach to Minority, Low-Income, and Limited-English-Proficiency Populations

Sound Transit's community engagement procedures, Executive Order 12898, U.S. Department of Transportation Order 5610.2(a), and Federal Transit Administration Circular C 4703.1 require Sound Transit to provide meaningful opportunities for minority, low-income, and limited-English-proficiency groups to engage in the planning process. Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin. These directives make environmental justice a part of the decision-making process by identifying and addressing disproportionately high and adverse human health and environmental effects of Sound Transit's programs, policies, and activities on minority and low-income populations. Sound Transit conducted a preliminary demographic analysis to identify minority, low-income, and limited English proficiency populations. Based on this analysis, Sound Transit used the following strategies to engage these populations during scoping:

- Provided translated text on posters in Spanish, Vietnamese, and Korean
- Provided translated meeting handouts in Spanish, Korean, Vietnamese, Khmer, and Russian
- Publicized events online and in print with language-specific media publications
- Provided tactile interpreters at the Tacoma open house and Spanish, Cambodian, and Vietnamese interpreters at the East Tacoma listening session
- Provided translated text on the online open house web pages, as well as the embedded Google Translate tool that can translate text into over 100 languages
- Conducted a listening session in East Tacoma to more directly engage people at a community center in an area with a high proportion of people of color, people who are economically disadvantaged, and people who speak languages other than English

As the project moves forward, Sound Transit will conduct additional interviews with community leaders, jurisdictions, and social service providers to seek input and identify additional ways to reach low-income, minority, and limited-English-proficiency populations.

3.4 Online Open House

An online open house was available at tdlink.participate.online during the scoping period to inform the public about the project and provide an opportunity to give feedback. All content presented at the open house was posted on the online open house (**Exhibit 3**). A video embedded on the home page explained the route and station refinement process, offering English audio as well as English subtitles for hearing-impaired users. The subtitles were translated to multiple languages including Khmer, Korean, Russian, Spanish, and Vietnamese.

Between April 1 and May 1, 2019, over 3,100 unique visitors accessed the online open house over 3,900 times in total. Visitors were given the opportunity to comment on the project's Purpose and Need statement, topics to study in the environmental review phase for the Draft EIS, and respond to a questionnaire on the latest route and station options.

Users could offer generalized comments about the project or indicate specific routes and stations they wanted to comment on.

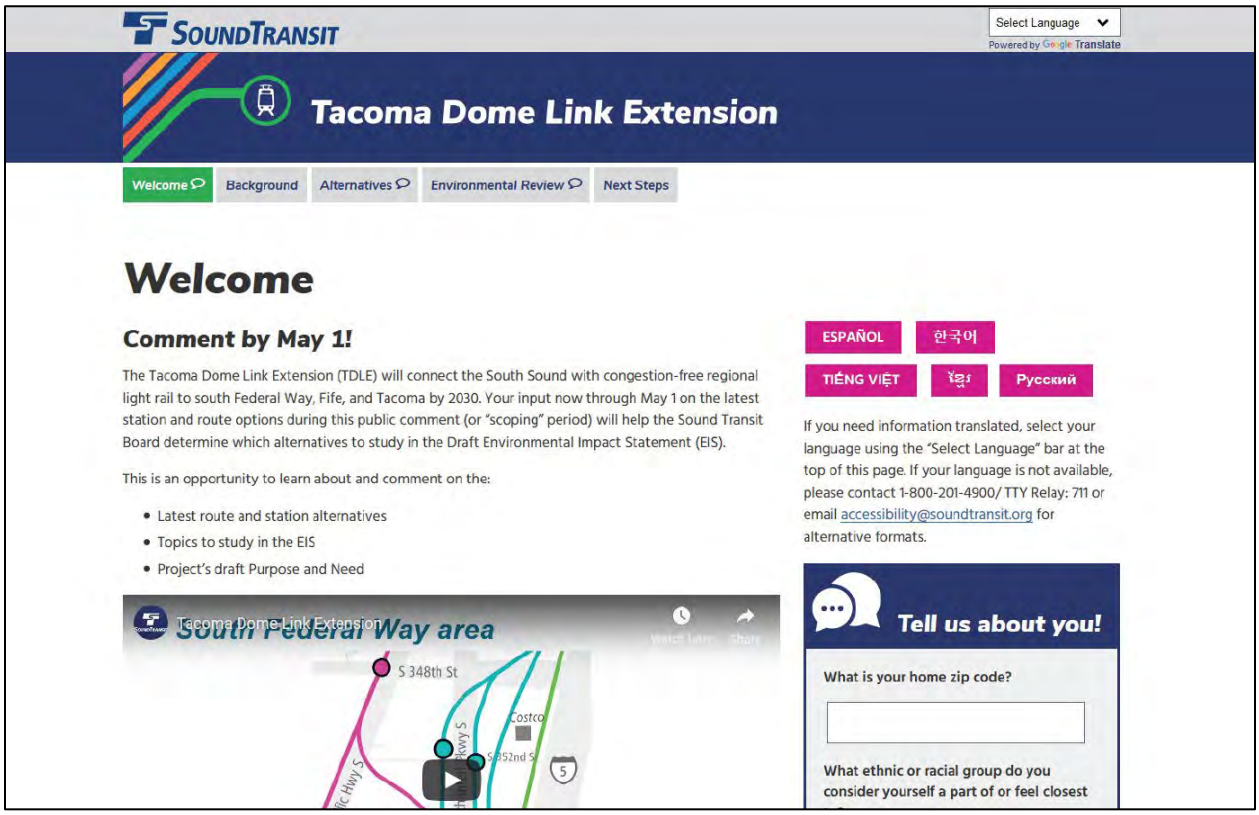
SOUNDTRANSIT
Select Language
Powered by Google Translate
Tacoma Dome Link Extension
Welcome
Background
Alternatives
Environmental Review
Next Steps
Welcome
Comment by May 1!
The Tacoma Dome Link Extension (TDLE) will connect the South Sound with congestion-free regional light rail to south Federal Way, Fife, and Tacoma by 2030. Your input now through May 1 on the latest station and route options during this public comment (or "scoping" period) will help the Sound Transit Board determine which alternatives to study in the Draft Environmental Impact Statement (EIS).
This is an opportunity to learn about and comment on the:
Latest route and station alternatives
Topics to study in the EIS
Project's draft Purpose and Need
ESPAÑOL
한국어
TIẾNG VIỆT
Русский
If you need information translated, select your language using the "Select Language" bar at the top of this page. If your language is not available, please contact 1-800-201-4900/ TTY Relay: 711 or email accessibility@soundtransit.org for alternative formats.
Tacoma Dome Link Extension
South Federal Way area
S 348th St
Costco
Tell us about you!
What is your home zip code?
What ethnic or racial group do you consider yourself a part of or feel closest

Exhibit 3 Online Open House Screen

4 SUMMARY OF COMMENTS

This section summarizes the comments Sound Transit received during scoping. **Appendix D**, Scoping Comments from Tribes and Agencies, includes the full letters received from each entity. Correspondence from businesses, commissions, and community groups is included in **Appendix E**. **Appendix F**, Public Scoping Comments, includes all of the other public emails, letters, comment forms, online notes, and information received.

Sound Transit asked for input on the:

- Draft Purpose and Need
- Route and station options (alternatives) to consider in the Draft EIS
- Topics to study in the Draft EIS

Sound Transit received a total of 654 communications during the scoping period, 519 of which were received through the online open house. Sound Transit received 135 communications through other comment opportunities, including 28 emails, 2 voicemail messages, 39 mailed letters, 60 written comment forms, and 6 statements recorded with a court reporter. One of the letters included a petition signed by nearly 500 people.

Exhibits 4 through 6 show the alternatives considered during scoping and are included at the end of this chapter for reference.

4.1 Summary of Comments from Tribes and Agencies

Scoping comment letters were received from one tribal government and 13 agencies. In addition, the U.S. Bureau of Reclamation responded that they had no comments. The following tribes and agencies submitted comments during the scoping period:

Tribes

- Puyallup Tribe of Indians

Federal Agencies

- U.S. Environmental Protection Agency

State Agencies

- Washington State Department of Archaeology and Historic Preservation
- Washington State Department of Ecology
- Washington State Department of Natural Resources
- Washington State Department of Transportation

Regional and Local Agencies

- Port of Tacoma and Northwest Seaport Alliance
- Puget Sound Regional Council
- King County, Metro Transit Division
- Pierce Transit
- City of Federal Way, Directors of Public Works and Community Development
- City of Fife, Mayor
- City of Fife, Directors of Public Works and Community Development
- City of Tacoma

The comment themes are summarized by entity in Sections 4.1.1 through 4.1.4.

4.1.1 Tribes

Puyallup Tribe of Indians

The Tribe submitted comments describing their position on several station locations, crossings, and alignment configurations.

South Federal Way

- State Route (SR) 99 alignment: An SR 99 alignment would pose a multitude of property impacts to tribal trust members.
- Interstate 5 (I-5) alignment: The Tribe prefers this alignment because there are fewer impacts to tribal property along I-5. While potential cultural resource impacts exist near the St. George property, the impacts can be properly addressed (minimized or avoided) through consultation with the Tribe's Historic Preservation Department.
- SR 167 project: It is important for Sound Transit and the Washington State Department of Transportation (WSDOT) to work collaboratively with the Tribe to ensure that efforts to enhance Hylebos Creek are not conflicted by the two projects.

Fife

- The Tribe recognizes the City of Fife's plans and supports the Fife 3A and 3B station locations in order to capture potential riders traveling to Tribal enterprises.
- West of the station, the Tribe supports continued study for alignments along the south side of SR 99 and along the north side of the I-5 right-of-way. The Tribe recognizes Sound Transit will likely need an easement on the Integrative Medicine Building property.
- The Tribe is opposed to an alignment along the north side of SR 99 between 46th Avenue E and Alexander Avenue, as this path would significantly impact Tribal facilities, businesses, residences, and trust lands.

Puyallup River Crossing

- The Tribal Council is pleased that multiple options to span the Puyallup River, including a clear span, are being explored. If any in-water piling options are pursued, strong mitigation measures to prevent impacts to the Tribal Fishery must be explored as part of the EIS process.
- The Tribe is pleased that the pre-scoping process eliminated alignments that would impact the Tribe's Ceremonial Grounds.

East Tacoma

- The Tribe supports the ET 3A and ET 3B station locations as part of the preferred alternative, with ET 6 being an important station location to study in the EIS.
- ET 1 and ET 2 are not supportive of ridership and connectivity, and ET 5 would impact individual member trust lands.
- The Tribe is interested in future consideration for Sound Transit parking facilities for the East Tacoma station area.

Tacoma

- The Tribe prefers alternatives TD 2 and TD 3 for continued study.
- The TD 4 East Off-Street alternative should be removed from further study.
- The TD 4 East In-Street alternative is undesirable but warrants further study in a nearby location that does not impact the frontage of Tribe property.
- The TD 4 West and TD 1 alternatives are poor location choices due to congestion impacts on East D Street and the distance in connecting to other transit options.
- The Tribe is deeply concerned with the possibility of tunneling in the Tacoma Dome station area because of the high probability of cultural and human remains in the area. An underground station would expose the project to potential catastrophic risks that could end up being immitigable and prevent completion of the project.

4.1.2 Federal Agencies

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (EPA) listed the subjects (as identified in the Federal Register and on the project website) that are likely areas of investigation for possible adverse effects and should be addressed in a NEPA analysis.

EPA recommends that the EIS include a reasonable range of alternatives that meet the stated purpose and need, meet the goals and objectives, and respond to issues identified during the scoping process. EPA stated that situations can arise in which adverse impacts occur despite regulations being met and provided an example of this regarding air toxics.

Additionally, EPA pointed out that the alternatives do not currently appear to overlap with Superfund sites; however, the question of overlap with hazardous materials sites that have undergone active remediation or overlap with habitat mitigation sites associated with active remediation should be assessed and addressed in the EIS.

EPA also provided specific recommendations for the aquatic resource analysis and guidance associated with the Clean Water Act, and further stated that the EIS should disclose whether air toxics emissions would result from the project construction or operations, discuss health effects associated with air toxics and diesel particulate matter, and identify sensitive receptors.

EPA's recommendations for the route selection and project design include:

- Protect and enhance natural areas and corridors
- Maximize the use of existing infrastructure
- Consider redevelopment
- Apply context sensitive design
- Apply zero- or low-impact development
- Apply green building and management practices

EPA further recommends conducting community impact assessments for the communities and neighborhoods that would potentially be most affected by the proposed project.

For environmental justice, EPA recommends that outreach include tribes, minority and low-income communities, and other vulnerable populations, as well as the use of EJSCREEN. An analysis of impacts to children's health and safety should be included. Information gathered from the public participation process should be factored into decision-making and disclosed in the EIS.

Finally, EPA stated that the project evaluation should consider cumulative and indirect impacts and provided information about their guidance for consideration of cumulative impacts. EPA also mentioned tribal consultation, invasive species, and climate adaption.

4.1.3 State Agencies

Washington State Department of Archaeology and Historic Preservation

The Washington State Department of Archaeology and Historic Preservation (DAHP) provided the following comments:

- Archaeological Resources: DAHP did not identify major concerns but anticipated the Hylebos Creek drainage and the Puyallup River crossing areas would be "high probability areas" for containing archaeological resources. DAHP expects that if the track is elevated in the Tacoma area, locations where deep foundations are needed will need to be investigated. A geotechnical boring program is presumed.
- Historic Resources: DAHP believes several historic properties will be identified along the Old Pacific Highway/Pacific Highway E that are not currently in the Washington

Information System for Architectural and Archaeological Records Data (WISAARD). Effects may be avoided or minimized through the way the project would be incorporated into the existing transportation network, or by selecting an alternative that does not extend along Pacific Highway.

Washington State Department of Ecology

The Washington State Department of Ecology (Ecology) provided the following comments:

- Air Quality and Climate Change: The EIS should address the greenhouse gas emissions of the project itself, including management of climate resilience strategies.
- Water Quality: Erosion control measures must be in place prior to any clearing, grading, or construction. These control measures must be effective to prevent stormwater runoff from carrying soil and other pollutants into surface water or storm drains that lead to waters of the state.
- Ecology also provided details about construction activities that require a Construction Stormwater General Permit.

Washington State Department of Natural Resources

The Washington State Department of Natural Resources (DNR) stated that at this time, the proposal does not impact aquatic lands owned by the state of Washington and managed by DNR; therefore, no approval from DNR is required for the proposed activity.

Washington State Department of Transportation

WSDOT fully supports the Purpose and Need statement and encouraged the TDLE project to continue working with local jurisdictions to develop safe and direct active transportation (e.g., walking and bicycling) access to future light rail stations and to encourage transit oriented development (TOD) in station areas.

As the TDLE project team refines the alignment options that will be analyzed in the EIS process, WSDOT looks forward to continued collaboration and the production of an updated Compatibility Report. Other areas of coordination that WSDOT expects to be addressed in the EIS include:

- Existing noise walls within WSDOT right-of-way
- Resource Conservation Areas
- Federal court injunction fish passage sites

WSDOT made the following statements about specific alignment and station options:

- **South Federal Way:** SF 8 and SF 9 have lower potential property impacts but limited walkshed and TOD potential. Sites SF 2 West, SF 4C and SF 4D all have greater TOD potential as well as better multimodal access.
- **Fife:** All station options support the City of Fife's proposed redevelopment. WSDOT encourages Sound Transit to work with the City to ensure suitable pedestrian access.

Sound Transit will be required to perform soil analysis to verify conditions for the project and redevelopment, and address potential climate change impacts to low-lying areas. As the project heads west of the station to the Puyallup River, no I-5 or SR 99 right-of-way is available to accommodate the light rail guideway; therefore, private or tribal property will be needed.

- **East Tacoma:** Sound Transit should continue to work with WSDOT and the City of Tacoma to address the current poor pedestrian environment along Portland Avenue under I-5. The station options that are closer to I-5 (ET 3A, ET 3B, and ET 5) have a shorter distance to destinations on the south side of I-5.

- **Tacoma Dome:** The Tacoma Dome potential station locations are all outside of I-5 or any other state right-of-way; therefore, WSDOT has no comments on possible right-of-way impacts. WSDOT encourages the TDLE project to optimize transfer opportunities. TD 2 is the best site for addressing the multimodal access and transfer opportunities at this location.

4.1.4 Regional and Local Agencies

Port of Tacoma and Northwest Seaport Alliance

The Port of Tacoma (Port) and Northwest Seaport Alliance (NWSA) stated that they generally support the Purpose and Need statement. They proposed amending one of the statement's bullets and adding a new bullet to recognize the uses within the Port of Tacoma Manufacturing/Industrial Center and freight infrastructure.

The Port and NWSA provided several comments on the potential alternatives, including:

- **Fife Station:** The agencies remain concerned that traffic related to the station locations (Fife 1, 3 and 4) has the potential to affect overall traffic congestion and freight mobility in the area. The EIS should evaluate freight effects along a corridor, not just a single intersection level, and include other relevant intersections in the analysis.

- **Puyallup River Crossing:** The EIS should evaluate the potential impact of the different crossing locations on both existing and future freight rail infrastructure.

- **East Tacoma Station:** The EIS must assess freight impacts and the effect of the remaining station locations on freight mobility in the corridor, and the potential for increased pressure for development that is not compatible with heavy industrial land uses on the north side of Puyallup Avenue.

The Port and NWSA also provided comments on the elements of the environment and topics to analyze in the EIS. Comments on these elements (transportation, land use, economy, public services, safety and security, and cumulative impacts), relate to the Port and NWSA's objective and their support for an integrated and robust transportation system that maintains Puget Sound's economic competitiveness and sustainability.

Puget Sound Regional Council

PSRC asked for the 2018 Regional Transportation Plan to be mentioned in the Purpose and Need statement. The letter also encouraged Sound Transit to continue to analyze displacement risk and include mitigation measures in the EIS to ensure all people can continue to live in and have access to thriving transit communities. PSRC's regional displacement risk analysis may provide additional information and data for future study in the EIS.

PSRC also recommended that TOD be explicitly called out as a topic to be addressed in the EIS and suggested that Sound Transit continue to include robust TOD analysis as a component of the EIS, similar to the work completed for the Federal Way Link Extension. As part of the TOD analysis, PSRC also suggested that the subject of door-to-door travel time would enrich the discussion of TOD potential in the EIS.

King County Metro Transit

King County Metro Transit (Metro) stated that their top three issues and needs concerning the project are as follows:

- Maintaining reliable and efficient service will be essential to providing mobility throughout this area of the county, especially to priority populations.
- If stations are located in the vicinity of I-5 and the associated alternative alignments, it will likely be more difficult for Metro to maintain reliable and efficient service and optimize rail/bus transfers than if stations are located further to the west.
- Metro's preferred South Federal Way station location is in the vicinity of the Metro-owned South Federal Way Park-and-Ride. The SF 4 alternative is located in proximity to this park-and-ride, which is currently underutilized and provides opportunities for adequate project parking capacity (over 500 parking spaces) and/or TOD. Further, this site offers the best conditions for reliable connections to transit for Metro's shared customers, as well as greater opportunity for mixed-use development and transit partnerships.

During the scoping period, Metro planning staff considered the EIS Scoping Information Report, which identifies the draft Purpose and Need statement and contains several objective statements, in their review of the station locations. Based on the station locations presented as alternatives with greater potential, Metro would prefer SF 2 West (West Enchanted/352nd). However, Metro would most prefer any of the SF 4 alternatives over the three alternatives identified in the Level 2 evaluation. The alternatives SF 8 and SF 9 would have the greatest impact to efficient Metro service, offer the least potential for TOD, and rank the lowest in terms of multimodal connections. The SF 4 options, because of the proposed location of the SF 4 station, are better able to meet regional mobility needs and have the greatest potential for ridership expansion at the South Federal Way station.

Pierce Transit

Pierce Transit made comments relevant to all stations. Specifically, they requested incorporating layover space in station design and highlighted the importance of TOD in decision-making for station locations. They also commented specifically on each station area,

ranking alternatives in order of preference according to transit integration and maximization of nonmotorized access.

- South Federal Way – SF 4; SF 2 East/West and SF 3; SF 8 and SF 9
- Fife – Fife 4A/B; Fife 3A/B; Fife 1
- East Tacoma – ET 3A/B; ET 5; ET 2; ET 1 and ET 6
- Tacoma Dome – TD 2; TD 3; TD 1; TD 4 East/West

Pierce Transit also recommended that Sound Transit focus on safe and efficient nonmotorized access to the East Tacoma station to maximize ridership because current plans do not include a parking structure.

City of Federal Way (Public Works Director and Community Development Director)

The City of Federal Way Public Works and Community Development directors provided technical comments on the alternatives in the South Federal Way station area. The City directors made several general comments that applied to all alternatives in the station area, which were primarily transportation-related, and also made comments specific to each alternative.

They wrote that increased traffic congestion in the immediate vicinity of the proposed station may require roadway improvements or new roadway connections, including areas of concern along S 348th Street, S 352nd Street, S 356th Street, Pacific Highway S, and SR 161. Additionally, nonmotorized access improvements may be required to address gaps in the pedestrian and bicycle network surrounding the proposed station, which would improve access to the existing South Federal Way Park-and-Ride.

The directors wrote that all station alternatives may have challenges with bus transit services, including street network access points and queuing accommodation. They recommended evaluating structural impacts to existing pavement if transit were to be rerouted on roadways that were not designed for transit vehicles. The comments also suggested that the proposed station's proximity to SR 18 and SR 161 will likely generate trips from southeast King County, northeast Pierce County, and northeast Tacoma, all of which have minimal transit services. Therefore, they conclude that most trips will take place via single occupant vehicles, which will increase the likelihood of illegal parking in surrounding retail parking lots due to minimal on-street parking within a quarter-mile of all station locations.

The City directors asked Sound Transit to coordinate with the City and other relevant agencies regarding potential impacts to City transportation projects, including the City Center Access project, the S 324th Street Extension project, the I-5/SR 18/SR 161 Triangle project (taking place from 2025 to 2027), and other current and planned projects within City limits.

Additional comments included the following:

- The directors mentioned extensive coordination between the City and Belmor Mobile Home Park regarding recent redevelopment and a submitted comprehensive plan

amendment. They asked that Sound Transit coordinate with the mobile home park regarding the project's potential impacts to future development.

- The directors noted that the Federal Way Police Department (FWPD) expects an increase in emergency calls as a result of the project, and that impacts to police operations should be evaluated in the EIS. They also suggested that Sound Transit consider a joint security substation in the vicinity of the South Federal Way station.
- The directors requested a financial analysis of property acquisition associated with each alternative and the resulting impacts to business and property tax revenue.

Comments specific to the South Federal Way alternatives included the following:

- SF 2 West and SF 2 East:
    - When comparing the two SF 2 alternatives, SF 2 West would have fewer impacts to existing businesses and infrastructure improvements, fewer barriers to nonmotorized access from the west of Enchanted Parkway, and more benefits associated with a location north of S 352nd Street, including multimodal station access, reduced traffic congestion, and high TOD potential.
    - The directors requested that the EIS include evaluation of wetland and stream impacts to the East Fork of Hylebos Creek for both SF 2 West and SF 2 East, and noted that any mitigation must be completed within City limits in the Hylebos watershed.
- SF 3:
    - Comments noted that SF 3 would be similar to alternatives SF 8 and SF 9, although impacts to businesses would be greater and costs would be higher.
- SF 4A through SF 4D:
    - The Pacific Highway alignment north of the proposed SF 4 station is unpopular with City staff and elected officials due to completed roadway improvements along the highway that cost a considerable amount of time and money. Also, this alignment would require additional right-of-way acquisition, which would fragment parcels and curtail business development along the highway.
    - The Pacific Highway alignment south of the proposed SF 4 station would result in substantial impacts to critical areas. The directors requested that the EIS include evaluation of wetland and stream impacts to the West Fork of Hylebos Creek resulting from this alignment, and noted that any mitigation must be completed within City limits in the Hylebos watershed.
    - The SF 4 station would be located closer to residential, office, and medical land uses along Pacific Highway S, and this area is better served by buses only, without the added congestion at the S 348th Street intersection that would result from the addition of the station. Additionally, the SF 4 station is within a critical aquifer recharge area and a wellhead capture zone. The EIS should include a

discussion of wellhead monitoring, mitigation, and other foreseeable environmental impacts.

- SF 8 and SF 9:
    - The directors asked that the EIS evaluate the need for a pedestrian bridge over I-5 and noted that the TOD potential for SF 8 and SF 9 is lower than that of stations SF 2 West and SF 4. They also noted that SF 8 and SF 9 would straddle parts of the I-5/SR 18/SR 161 Triangle project at S 356th Street, including the I-5 southbound off-ramp and a two-lane roundabout.

City of Fife (Mayor and City Council)

The City of Fife strongly favors Fife 3B as the preferred alternative and Pacific Highway as the preferred alignment. For the EIS, the City requested a detailed financial analysis of property impacts for the area extending between 54th Avenue E and Port of Tacoma Road. Additionally, the City directed the Fife Community Development Director and Public Works Director to submit a separate and more detailed scoping letter.

City of Fife (Public Works Director and Community Development Director)

As directed by the City Council, the directors of Public Works and Community Development submitted detailed comments for the Fife station area and light rail alignment.

Station area:

- The City of Fife favors Fife 3B as the preferred alternative because it is the most consistent with the comprehensive plan and transportation infrastructure plans, whereas Fife 1 and Fife 4 are less consistent with these plans.
- The directors requested several design modifications such as shifting the station west to span the new street, maintaining an east-west alignment east of 54th Street, and curving the alignment southwest of the commercial center where the Poodle Dog restaurant is located.
- Additional requests included a parking demand analysis, improvements to alternate modes of travel, identification of nonmotorized connections, and use of low-impact development best management practices.

Alignment:

- Between the Fife/Milton city limits and the Fife station:
    - The directors requested an archaeological analysis of cultural resources in consultation with the Tribe, an analysis of critical areas pursuant to Fife Municipal Code Title 17, and a viewshed analysis for residences in proximity to Pacific Highway and SR 167.
    - They also requested that Sound Transit identify locations for stormwater treatment, construction staging sites, station access street improvements, and short-term construction impacts, and asked that the alignment avoid impacts to a planned frontage road along the new Gateway freeway.

- Between the Fife station and the Puyallup River:
    - The City favors the Pacific Highway alignment because it preserves the opportunity for an additional station, allows for more nonmotorized connections, and increases redevelopment potential post-construction. The alignment should then transition from Pacific Highway to I-5 at the Port of Tacoma interchange to avoid impacts to commercial properties.
    - The City also stated that the I-5 alignment is not preferable because of visual impacts, environmental justice concerns, impacts as a result of property acquisition, and conflicts with potential and planned improvements to I-5.

The City directors requested an additional property impact analysis for the area between 54th Avenue E and Port of Tacoma Road. The directors would prefer that the 4-mile segment in Fife be split into smaller sections, specifically to more accurately compare alternatives Fife 3A and Fife 3B. According to the directors, the analysis should include the original evaluation matrix in addition to short- and long-term construction impacts to businesses, impacts to property and sales taxes, and impacts to emissions, viewsheds, and utilities.

City of Tacoma

The City Council expects to take legislative action in late May or early June 2019 to provide recommendations on station options and comments on what should be studied in the EIS process. In its letter, the City of Tacoma stated a set of core values that it had defined for the TDLE project to maximize its potential to connect Tacoma to the Puget Sound region and meet other goals of the City. These core values include:

- Destination City – Tacoma is the second-largest city in the Puget Sound region and is responsible for absorbing a major share of the population and employment growth in the region. The TDLE project should develop a sense of “place” in Tacoma.
- Equity – The City supports equitable access to transit and improved access to job centers, consumer amenities, and public services, and wants to ensure that the TDLE project benefits the diverse populations in the community.
- Economic Development – The City is a Regional Growth Center and values light rail as a catalyst for economic development throughout the region.
- Connections – The TDLE project must be consistent with the Tacoma Master Plan and the One Tacoma comprehensive plan, which aim to offer multimodal travel options that provide safe access to users, encourage healthy living, and protect the environment.
- Urban Fabric – Transit is more than transportation; it integrates housing, jobs, entertainment, recreation, services, and other aspects of life. The TDLE project must balance the needs for efficient, convenient transit while supporting dense TOD in an already developed urban area. The City requested that “cut-and-cover tunnel” and “over the Sounder” alternatives be considered for their ability to support the urban fabric of the Tacoma Dome District.
- Multi-Jurisdictional Partnership – The City is committed to collaboration with Sound Transit and other jurisdictions and agencies involved in the TDLE project, including the

Puyallup Tribe. Additionally, the City encourages continued coordination between Sound Transit and the multi-jurisdictional partnership that is creating a subarea plan for the Tideflats area.

The City provided comments about the project's environmental review and design, asking for more in-depth analysis in several areas:

- Safety – The City requested that transportation safety be included as an evaluation criterion. It also requested that the Draft EIS describe roadway improvements to enhance safety and analyze the potential for increased crime.
- Equitable Access – The City requested more in-depth analysis of impacts to equitable station access for all residents, employees, and visitors, including East Tacoma, which is surrounded by infrastructure barriers.
- Development Potential – The City requested evaluation of factors that ensure the project maximizes economic development, especially TOD, and avoids impacts to future development, including maintenance and safety concerns. They also wrote that the environmental review process must include examination of regional transportation and land use policies and plans.
- Visual, Noise, and Urban Design – The City requested analysis of visual and urban design impacts (including for planned development), the use and quality of open space, the potential to divide neighborhoods and limit roadway operations, and impacts associated with noise and air pollution.
- Archaeological and Cultural Elements – The City requested an in-depth analysis of known and potential cultural, archaeological, and historical elements.
- Street Networks – The City noted several opportunities to reconfigure the street network surrounding the East Tacoma station to enhance safety and access to the station. The City also requested an analysis of traffic flow on Portland Avenue, including impacts to freight and nonmotorized transportation, and an evaluation of connection methods between the East Tacoma station and the community south of I-5.
- Multimodal Connections – The City highlighted the importance of multimodal connections during alternatives evaluation and requested an analysis of traffic circulation in the station areas that discusses both existing and future transportation needs.
- Pedestrian and Bicycle Connections – The City highlighted the importance of pedestrian access in its planning documents and requested more detailed analysis of pedestrian access and safety for existing and future transportation modes surrounding TDLE stations.
- Parking – The City requested that parking impacts be considered along the entire TDLE corridor, including management of parking at stations without new parking garages.
- The City provided additional comments regarding construction and operation impacts, including impacts to existing transit services at the Tacoma Dome Station. The City also

commented on future extensions and project delivery, and asked for the EIS to address potential impacts to existing infrastructure.

Three City of Tacoma commissions submitted scoping comments: the Planning Commission, the Sustainable Tacoma Commission, and the Transportation Commission. Statements from these letters are summarized in Section 4.2.4 East Tacoma and Section 4.2.5 Tacoma Dome, under impacted businesses and community groups.

4.2 Summary of Public Comments

During the scoping period, 289 communications were submitted by organizations, businesses, and members of the general public. Of these communications, 40 were submitted by potentially impacted businesses and approximately 15 were submitted by organizations or community groups, including a church with a petition signed by nearly 500 people. Multiple comments were made within many of these communications.

The full set of public communications received during scoping are included in **Appendix E**, Scoping Comments from Businesses, Commissions, and Community Groups, and **Appendix F**, Public Scoping Comments.

Questionnaire

Comment forms, available online and as hard copies at the open houses, included a questionnaire for people to mark their interest in route and station alternatives. Sound Transit received 387 responses from online and hard copy comment forms. **Appendix H** contains the detailed questionnaire results.

4.2.1 General or Project-wide Comments

The most common general themes contained in the public comments were the following:

General Project Comments

These comments were mostly related to project design, budget and funding, community outreach, project schedule, and the overall screening process.

- Project design – About 60 comments were related to design, including design modifications to the alternative alignments and stations, potential I-5 overcrossings, and potential site-specific design modifications.
- Budget/funding – About 30 comments were related to TDLE and general ST3 funding, including taxes, car tabs, and a desire to keep the TDLE within budget.
- Community outreach – About 35 comments were related to community outreach, focusing on a desire to see members of the impacted communities represented in outreach efforts and partnerships with government agencies and community groups involved in completion of the project.
- Project schedule – About 15 comments mentioned the TDLE project schedule, indicating a desire for the project to be completed on schedule.

- Screening process and environmental concerns: About 70 comments indicated thoughts about the project's screening process and related environmental issues that should be studied in more detail in the EIS. The topics included impacts to and benefits for environmental justice populations, impacts to businesses, transportation impacts (multimodal connections, general/freight traffic impacts, and station access), TOD and redevelopment opportunities, and impacts to environmentally critical areas.

Additionally, some comments were made regarding other station areas that indicated design modifications or new alternative ideas that would potentially locate the TDLE alignment entirely within or directly adjacent to the I-5 right-of-way.

Purpose and Need Statement

About 10 comments on the EIS Purpose and Need statement were received from agencies, community groups, and the general public. Comments received from agencies included (also summarized in Section 4.1):

- EPA recommended the EIS include a reasonable range of alternatives that meets the stated Purpose and Need.
- WSDOT commented that they fully support the Purpose and Need statement.
- The Port of Tacoma/NWSA suggested revising draft Purpose and Need statement to include manufacturing and freight infrastructure.
- PSRC asked that the 2018 Regional Transportation Plan be mentioned in the Purpose and Need statement.

Transportation Choices Coalition suggested incorporating health and safety into the Purpose and Need statement. Other comments from the public included encouraging more specific wording on sustainability, environmental justice, and economic impacts.

Alternative Preferences

About 200 comment statements were in support of a specific alignment or station alternative, spread throughout the four station areas. Approximately 125 comments were opposed to a specific alignment or station alternative. The preferences are described by segment in Sections 4.2.2 through 4.2.5.

Other Alternatives

About 55 comment statements proposed new alternatives and station configurations, which largely centered on the Tacoma Dome station area. About 35 of these comments suggested an underground Tacoma Dome alignment and station, with 15 comments specifically asking for more study of a cut-and-cover tunnel alternative. About 5 comments mentioned a potential alignment and station over the existing Sounder tracks.

Transportation and Parking Impacts

About 70 comments mentioned traffic concerns, primarily related to the project's potential impacts on congested roadways in commercial areas. Approximately 15 comment statements specifically mentioned impacts on freight transportation within Fife and Tacoma, highlighting the importance of connections between the Port of Tacoma and transportation corridors. About

80 comments highlighted concerns about parking, primarily related to whether the parking garage capacity at stations is sufficient to meet demand at stations, as well as alignment impacts on private parking lots. About 15 comments mentioned alignment impacts to private driveways or alleyways.

Multimodal Connections

Approximately 140 comment statements expressed a desire for excellent multimodal connections and transfer opportunities at station locations, highlighting connections to other transit services, station access for nonmotorized modes, specific ADA access and universal design considerations, micro-transit connections, and vehicular drop-off areas. About 105 comments specifically mentioned pedestrian station access.

Transit Oriented Development

Approximately 105 comment statements mentioned TOD or redevelopment opportunities, often as an indication of support for a particular station or alignment. About 15 comments on TOD potential within the Tacoma Dome station area expressed concern about the compatibility of an elevated structure with existing, planned, and future developments.

Future Extensions

Approximately 35 comment statements mentioned future extensions, highlighting specific extensions beyond the Tacoma Dome station such as to the Tacoma Mall. Additional comments noted the ability of the TDLE to connect to future extensions of other transit service, such as the extension of the Tacoma Link to the East Tacoma station area.

General Environmental Concerns

Approximately 35 comment statements expressed concern for environmentally critical areas. The areas of most concern were Hylebos Creek and its associated wetlands, the Puyallup River, and the tideflats of Tacoma and Fife. About 25 comments highlighted concern about potential negative construction impacts, while 20 comments mentioned impacts to fish and wildlife habitats. Additional comments related to other environmental impacts including noise/vibration, parks/open space, and energy use/utilities.

About 10 comment statements mentioned potential impacts to the light rail infrastructure due to future climate change.

Economic Impacts and Property Acquisition

Approximately 140 comment statements indicated a concern about property acquisition and associated effects on businesses and residences. About 50 comments specifically expressed concerns about the project's impacts on the local economy, primarily relating to lost tax revenue and lost jobs stemming from business displacement. Additionally, some potentially impacted businesses submitted comments concerning financial hardships that might occur if they were relocated. Approximately 95 commenters concerned about property acquisitions specifically mentioned the South Federal Way and Fife station areas.

Environmental Justice

About 40 comment statements expressed concern about potential project impacts to and benefits for environmental justice populations. Comments highlighted specific concerns about the potential for residential displacement among historically disadvantaged populations and potential displacement of minority-owned businesses. Comments also noted the potential for impacts to tribal land and water resources, as well as a desire for community members to be represented on project teams in future public outreach efforts.

Community Advocacy Groups

Four community advocacy groups submitted related letters: the Transportation Choices Coalition, Downtown On the Go, the Puyallup Watershed Initiative Active Transportation Community of Interest, and Futurewise.

The Transportation Choices Coalition is a statewide nonprofit organization that advocates for affordable, reliable, accessible, and sustainable transit. Their letter provided comments regarding station access and mobility, future transit goals, displacements, and environmental justice.

- Station Access – The letter suggested incorporating health and safety into the Purpose and Need statement and recommended more detailed analysis on station visibility, quantity and quality of light rail crossings, transit transfers and level of service, multimodal integration of nonmotorized facilities, and access mitigation during project construction.

- Future-Oriented System – The letter emphasized future light rail expansion, bus and station integration, station capacity and accessibility, and land use planning, as these topics relate to population growth and increased ridership. The letter also stressed consideration of future technology advancements and climate resilience.

- Displacements – The letter expressed concerns about disproportionate displacements of certain demographics and potential long-term economic and cultural impacts such as gentrification. It recommended that Sound Transit formulate a plan to communicate with and justly compensate hard-to-reach populations including renters, non-English speakers, and undocumented persons.

- Environmental Justice – The letter recommended a more robust analysis of environmental justice impacts by disaggregating data by race and income for all EIS disciplines, considering cumulative impacts on historically marginalized populations, using a racial equity toolkit to prioritize mitigation for these populations, and shifting demographic language in the EIS.

Downtown On the Go expressed preference for alternatives ET 3A and ET 3B in East Tacoma and alternatives TD 2 and TD 3 at Tacoma Dome. Their letter highlighted the importance of integrating the station into the existing transit system and expanding multimodal transportation options, especially pedestrian and bike connections. They recommended that the project be integrated with current and future transportation projects including the Tacoma to Puyallup Trail

Connection, the Pierce Transit Bus Rapid Transit (BRT) project, and the City of Tacoma's Puyallup Avenue Multimodal Redesign.

The Puyallup Watershed Initiative, Active Transportation Community of Interest (COI) is a community coalition whose goal is to promote safe, healthy, and affordable active transportation options for all. The COI provided comments regarding the safety of Link riders who walk, bike, and take transit to and from the stations. The COI noted that there are current barriers to safely using these modes of transportation and would like Sound Transit to invest in infrastructure improvements for safety and accessibility, especially for residents of Tacoma's Eastside neighborhood. The COI supports the Transportation Choices Coalition and their statements made about equity, displacement, and environmental justice, and hopes that these elements are included in the EIS and throughout project implementation.

Futurewise is a statewide nonprofit organization that advocates for sustainable and equitable housing, transportation, and environmental policies, and whose goal is to prevent urban sprawl. The organization echoed comments made by Downtown On the Go, the Puyallup Watershed Initiative, and the Transportation Choices Coalition including safety, access, and equity priorities. They requested more emphasis on equity in the planning process to mitigate displacement impacts, promote affordable housing near the stations, and increase transit connections to historically marginalized populations, including residents of East Tacoma.

4.2.2 South Federal Way

Route and Station Location

Over 110 comment statements were received that related to one or more specific South Federal Way station area alternatives. SF 3, SF 4B, and SF 4C received the highest number of mentions (about 35 each), with SF 2 East receiving the least (about 25). Of the comments indicating either support for or opposition to a specific alternative, SF 8, SF 9, and SF 2 West received at least 50 percent support. There was not a large difference in the number of comments supporting or opposing the alternatives in this section.

About 165 comments discussed the South Federal Way station area overall, with about 50 comments mentioning concerns about property acquisitions, about 30 mentioning traffic congestion, about 25 discussing alignment effects on TOD opportunities, and 15 mentioning alignment impacts to environmentally critical areas. Approximately 30 of the alignment-related comments in South Federal Way were made by potentially affected businesses.

Over 15 comments mentioned a preference for new alternative alignments or modifications to Level 2 alternatives in the South Federal Way station area, the majority of which focused on an alignment within the I-5 right-of-way.

Transportation

About 40 comment statements relating to the South Federal Way station area mentioned concerns about traffic and congestion impacts, focusing on existing roadway congestion along S 348th Street and Enchanted Parkway S and potential traffic impacts stemming from the TDLE. About 25 comments mentioned multimodal connections to potential station locations, highlighting concerns about nonmotorized user safety and a lack of existing safe sidewalks and

bicycle facilities, connections to existing and future transit service, and potential new crossings over I-5.

Over 25 comment statements mentioned parking and were largely focused on ensuring that future parking garage capacity at station locations can meet demand. Some of these comment statements also suggested using the existing South Federal Way Park-and-Ride operated by Metro. Additional comment statements indicated concerns about driveway and alleyway access in the South Federal Way station area.

Economic Benefits and Impacts

Approximately 25 commenters expressed interest in the potential economic, community, and TOD growth that could occur around stations. Other commenters were concerned about construction effects to access and the viability of businesses, as well as the displacement of existing business and jobs. Specific comments from businesses are described below.

Businesses and Community Groups

Several potentially impacted businesses and commercial property representatives in the South Federal Way station area submitted comments during the scoping period. Several communications were received from Ellenos Yogurt expressing opposition to alignment alternatives that would displace their business and they also had concerns regarding emergency vehicle access, truck traffic, and impacts to Hylebos Creek and its wetlands. McDonald's Real Estate Company and the business owner of the franchise restaurant in Federal Way (who also owns the potentially impacted McDonald's in Fife) expressed preference for alternatives SF 3, SF 8, and SF 9 because they would result in fewer impacts to the business, which is owned by a person of color, has employees of color, and offers entry-level jobs to people in the community. They also noted that potential impacts to the drive-through would constitute a full-take of the property.

Target provided comments regarding temporary and permanent impacts to its store and the Commons at Federal Way shopping center including visibility, parking, safety, and construction schedule, and expressed preference for alternatives that follow I-5 from the Federal Way Transit Center to the South Federal Way station. The property owners of the Commons at Federal Way also expressed preference for alternatives that follow I-5 to the South Federal Way station, which would minimize property impacts to the shopping center and its commercial tenants. Comments from the Commons also suggested design modifications to prioritize business operations and avoid impacts to traffic flow, parking, utility infrastructure, and potential future development.

The property owners of Belmor Park and Golf Course expressed preference for alternatives that would cross directly through the property towards the I-5 alignment, and requested a station to be added in the area. The letter noted their request to the City of Federal Way for a rezone of the property to allow for expanded mixed-use development and increased urban density for buildings up to 60 stories, which could be supported by the extension of light rail. The letter included illustrations of potential configurations for residential and commercial development, green spaces, multimodal transportation integration, and assumed location of the Link station directly on site.

Environmental Concerns

About 15 comment statements mentioned concerns about environmentally critical areas, the majority of which focused on potential impacts to Hylebos Creek and its associated wetlands. Approximately 5 comments discussed potential visual impacts stemming from the project, specifically mentioning impacted residential views and visual obstruction incurred by businesses.

4.2.3 Fife

Route and Station Locations

About 65 comment statements related to one or more specific Fife station area alternatives. This total included two letters related to the Korean Catholic Church in Fife with an attached petition signed by nearly 500 people expressing concerns for all of the Fife station placements and alignments that would be near the church.

Of the 65 comment statements, Fife 1 received the highest number of mentions (30), with Fife 4B receiving the least (about 25), but many of these were split between support and opposition. Of the comments indicating either support for or opposition to a specific alternative, only Fife 3A had more comments supporting than opposing.

Over 105 comments discussed the Fife station area overall, with about 45 comments mentioning concerns about property acquisitions, about 15 comments discussing potential economic impacts stemming from business displacements, and about 10 comments discussing alignment effects on TOD opportunities. Approximately 25 of the alignment-related comments in Fife were made by potentially affected businesses, and about 15 were made by agencies.

Approximately 5 comments mentioned a preference for new alternative alignments or modifications to Level 2 alternatives in the Fife station area, the majority of which focused on alignments within or adjacent to I-5 or SR 99 rights-of-way.

Transportation

About 15 comments relating to the Fife station area mentioned concerns about traffic and congestion impacts, focusing on existing roadway congestion along SR 99 and 54th Avenue E. Approximately 10 comment statements discussed potential benefits and impacts to the Port of Tacoma, with over 5 statements expressing specific concerns about potential delays to freight traffic traveling between the Port and I-5. About 10 comments focused on multimodal connections to the station, noting potential improvements to nonmotorized facilities around potential station locations and within the Fife City Center.

Over 10 comment statements mentioned parking, largely focusing on the potential to increase parking garage capacity at station locations and parking impacts to private businesses that could occur through alignment and station placement.

Economic Benefits and Impacts

Approximately 10 commenters expressed interest in the potential economic, community, and TOD growth that could occur around stations. Other commenters were concerned about

construction effects to the accessibility and viability of businesses, as well as the displacement of existing business and jobs. Specific comments from businesses are described below.

Churches, Businesses, and Community Groups

Several potentially impacted businesses and commercial property owners in the Fife station area submitted comments during the scoping period. Most of these comments expressed opposition to alternatives that would impact their businesses. The property owners for Fife Business Center, Pacific Willows Center, and PICK-QUICK Drive In preferred alternatives Fife 3A and Fife 4A because they would impact fewer businesses along Pacific Highway through Fife. Additional comments included support for the draft Purpose and Need statement, concerns regarding impacts to parking and storefront visibility, and further analysis of land acquisition costs.

Several employees of Les Schwab Tire Center submitted written comments together that expressed preference for alternatives along the south side of 15th Street (Fife 3A and Fife 4A) and opposition for those along 12th Street (Fife 1) because of impacts to businesses and traffic flow near 54th Avenue E. The McDonald's Real Estate Company and the business owner also expressed preference for alternatives more aligned with I-5 because they would have fewer impacts to the business, which is owned by a person of color (the same individual who owns the South Federal Way restaurant). They noted the potential impacts to over 100 employees, the adverse effects of changes to parking or the drive-through, and the negative effects of a possible change in location. Poulsbo RV of Fife provided comments regarding temporary and permanent impacts to the business resulting from any of the Fife alternatives, including impacts due to loss of visibility, and suggested the potential for a property swap with the City of Fife.

St. Paul Chong Hasang Parish and the Archdiocese of Seattle are opposed to all Fife alternatives, with letters identifying direct and indirect impacts to the church and its parishioners. The Parish expressed concern for impacts related to loss of property as well as noise, safety, and traffic that could disrupt the practice of faith and activities on the church property. Additionally, the Parish is concerned about impacts to clergy housing and diminished property value. Four hundred ninety-four parishioners signed the letter submitted by the St. Paul Chong Hasang Parish.

Environmental Concerns

Approximately 10 comment statements discussed environmentally critical areas within the Fife station area. Comments centered on concern about constructing light rail through Fife due to geologic hazards including the potential for soil liquefaction, tsunamis, and lahars. Other comments discussed general soil quality concerns and climate change impacts to low-lying areas.

4.2.4 East Tacoma

Route and Station Location

Over 35 comment statements were related to one or more specific East Tacoma station area alternatives. ET 3A received the highest number of mentions (over 20), with ET 1 receiving the least (about 10). Of the comments indicating either support for or opposition to a specific alternative, only ET 3A and ET 3B received at least 50 percent support.

About 100 comments discussed the East Tacoma station area overall, focusing on property acquisitions and the potential to affect tribal land and displace businesses, traffic circulation impacts within the station area and concerns about vehicular station access, the ability of a station location to foster TOD and redevelopment, and potential negative effects on environmentally critical areas.

About 5 commenters suggested this station was not needed because it would be close to the Tacoma Dome Station, or that this area would be better served by a future extension of Tacoma Link.

Transportation

About 35 comment statements mentioned multimodal station access considerations within the East Tacoma station area, largely centered on the need to improve transit service and pedestrian and bicycle connections around potential station locations and to improve connections across I-5 to the residential neighborhoods of East Tacoma. Commenters noted that the current transportation network within the station area is not conducive to nonmotorized users. Over 5 comments specifically mentioned the potential for a pedestrian bridge across I-5 and about 5 comments noted that an above-grade crossing of Portland Avenue can be incorporated into station designs. Comments also highlighted the need for Americans with Disabilities Act (ADA) access improvements within the station area.

About 15 comments focused on parking within East Tacoma, highlighting concerns about the lack of a planned parking facility at the East Tacoma station and associated impacts on parking supply and demand in the vicinity. As with the Fife station area, 5 comments expressed concerns about potential impacts to Port of Tacoma freight traffic.

Economic Benefits and Impacts

Over 15 commenters expressed interest in the potential economic, community, and TOD development growth that could occur around East Tacoma station alternatives. Approximately 5 comment statements noted potential economic impacts stemming from the TDLE, including impacts to the Port of Tacoma and related businesses, and impacts to the Puyallup River as an economic resource for the Tribe.

Commissions, Businesses, and Community Groups

Several groups including City Council-appointed commissions, nonprofit organizations, and advocacy groups submitted comments about the East Tacoma station area.

The City of Tacoma Transportation Commission provided comments regarding safe and efficient pedestrian access to and from the East Tacoma station and expressed preference for either ET 3A and ET 3B. The Transportation Commission also recommended additional nonmotorized access improvements to the station, including a potential route to cross I-5.

The City of Tacoma Planning Commission provided comments expressing their preferred station and alignment alternatives moving into the EIS. The Planning Commission expressed preference for alternatives ET 3A and ET 3B, but is concerned about station accessibility from neighborhoods south of I-5, including Lower Portland Avenue Mixed-Use Center and McKinley

Hill. The Planning Commission also provided comments regarding station parking and traffic, architectural design, surrounding zoning, and expanded multimodal connections.

The Sustainable Tacoma Commission recommended prioritizing station integration of high-capacity transit (HCT) and nonmotorized modes and evaluating the project's greenhouse gas emissions and potential impacts to the climate, as well as potential impacts to the light rail infrastructure due to future climate change. The Sustainable Tacoma Commission encouraged further study of alternatives ET 3A and ET 3B in the East Tacoma station area.

Environmental Concerns

Approximately 5 comment statements discussed environmentally critical areas within East Tacoma, primarily focusing on concern for geologic hazards including the potential for soil liquefaction, tsunamis, and lahars.

4.2.5 Tacoma Dome

Route and Station Location

About 80 comment statements related to one or more specific Tacoma Dome alternatives. TD 2 received the highest number of comments (about 45), with TD 4 West 27th Street receiving the least (about 20). Of the comments stating an opinion, over 30 expressed support for TD 2 and about 25 supported TD 3.

About 185 comments discussed the Tacoma Dome station area overall, with about 35 comments mentioning alignment effects on TOD opportunities, about 30 mentioning concerns about property acquisitions, and about 20 mentioning potential visual impacts. Several comments also mentioned the importance of being in close proximity to the Sounder Station, Tacoma Link, Amtrak, and Pierce Transit bus service to create a multimodal hub.

About 70 comments mentioned a preference for new alternatives or modifications to Level 2 alternatives in the Tacoma Dome station area, with the majority focusing on the addition of below-grade options. Approximately 35 comment statements mentioned an underground alternative in the Tacoma Dome station area, of which about 15 comments specifically mentioned a cut-and-cover alternative and about 5 mentioned including an alternative that would be constructed over the existing Sounder right-of-way. Several comments also discussed the possibility of an alignment located directly adjacent to the existing Sounder right-of-way.

Transportation

About 85 comment statements mentioned multimodal station access considerations within the Tacoma Dome station area, with the majority focusing on the desire to integrate TDLE with existing transit service within the station area, including Amtrak, Greyhound, Sounder, Tacoma Link, ST Express buses, Pierce Transit buses, and Intercity Transit buses. Commenters mentioned the hope that transfers between services would be easy to navigate, especially for those with limited mobility or those arriving to the station through nonmotorized means. Over 35 comments specifically mentioned pedestrians, highlighting the potential to create direct connections between the station and existing transit services, the Tacoma Dome, Freighthouse Square, and neighborhoods south of I-5.

About 30 comment statements mentioned parking, focusing on existing parking garage capacity, garage capacity increases, and potential parking impacts on the station area overall.

Economic Benefits and Impacts

Some public commenters expressed that there is potential for economic and community development in the Tacoma Dome area. Approximately 35 commenters stated that the alternative decisions made in this phase could expand or limit potential future opportunities and TOD. The multimodal connections to serve downtown Tacoma as an employment center and urban neighborhood are important for access to jobs. Other commenters noted concern for potential business displacements and economic impacts during construction.

Commissions, Businesses, and Community Groups

Tacoma City Council-appointed commissions, nonprofit organizations, and advocacy groups submitted comments regarding the Tacoma Dome station area.

The City of Tacoma Transportation Commission provided comments regarding safe and efficient pedestrian access to and from the Tacoma Dome station and expressed preference for TD 2 as its top choice and TD 3 as its second choice. The Transportation Commission also suggested design modifications to pedestrian routes such as limiting multiple-grade connections and vehicular conflicts and providing covered routes.

The City of Tacoma Planning Commission expressed concerns regarding the elevated station and above-grade alignment alternatives in the Tacoma Dome station area because of visual, development, and traffic impacts within the Dome District. They described a below-grade, cut-and-cover station and alignment as more appropriate for the area and strongly recommended a tunnel alternative be studied in the EIS. In addition, the Planning Commission identified the TD 4 alignment and station as a candidate for a cut-and-cover alternative. They also described an “over Sounder tracks” alternative for an elevated alignment and station. Further, they identified TD 2 for an elevated station, and they also suggested the possibility of a station between the TD 2 and TD 3 alternatives. The Planning Commission recommended consideration of future expansion, such as to the Tacoma Mall, when siting the TDLE facility. Other comments discussed station parking and architectural design, multimodal connections, property acquisition, and visual impacts.

The Sustainable Tacoma Commission recommended prioritizing station integration of HCT and nonmotorized modes and evaluating the project’s greenhouse gas emissions and potential impacts to the climate, as well as potential impacts to the light rail infrastructure due to future climate change. The Sustainable Tacoma Commission encouraged further study of alternatives TD 2 and TD 4 East In-Street in the Tacoma Dome station area.

The Dome Business District provided comments regarding the Tacoma Dome station design and expressed their opposition to an elevated station and track because it would displace residents and businesses in new mixed-use buildings. In order to be more consistent with current and future TOD planning efforts, they suggested that Sound Transit study underground, below-grade, or cut-and-cover station designs in the EIS, including an underground version of each station, or an elevated track over the existing Sounder/Amtrak tracks. The Dome Business

District also expressed concern regarding visual impacts and pedestrian safety, and requested further analysis of traffic impacts and future transportation expansion in the EIS.

The New Tacoma Neighborhood Council expressed concerns regarding the elevated tracks and station options in the Dome District and recommended adding an underground option for alternatives TD 2, TD 3, and TD 4 East In-Street for analysis in the EIS. The letter also listed several impacts due to elevated tracks that should be further studied in the EIS, including lower property values, business displacements, creation of unbuildable lots, loss of urban street vitality, and potential for increased crime.

Historic Tacoma expressed opposition to the elevated alternatives in the Tacoma Dome station area because of impacts to TOD in the Dome District. Historic Tacoma also recommended an underground station to encourage development and prevent demolition of usable buildings or historic structures.

The Foss Waterway Development Authority expressed opposition to the elevated station and alignment alternatives in the Dome District because of the detrimental impacts they would have to the neighborhood, including businesses and residents. To support future development in this area, the Foss Waterway Development Authority recommended evaluating an underground alternative in the EIS.

Environmental Concerns

A few comments related to the natural and built environment were received regarding the Tacoma Dome area. These comments related primarily to visual concerns of an elevated structure and station. Other built environment concerns included potential impacts to historic structures and air quality. The Sustainable Tacoma Commission recommended prioritizing station integration of HCT and nonmotorized modes and evaluating the project's greenhouse gas emissions and potential impacts to the climate, as well as potential impacts to the light rail infrastructure due to future climate change.

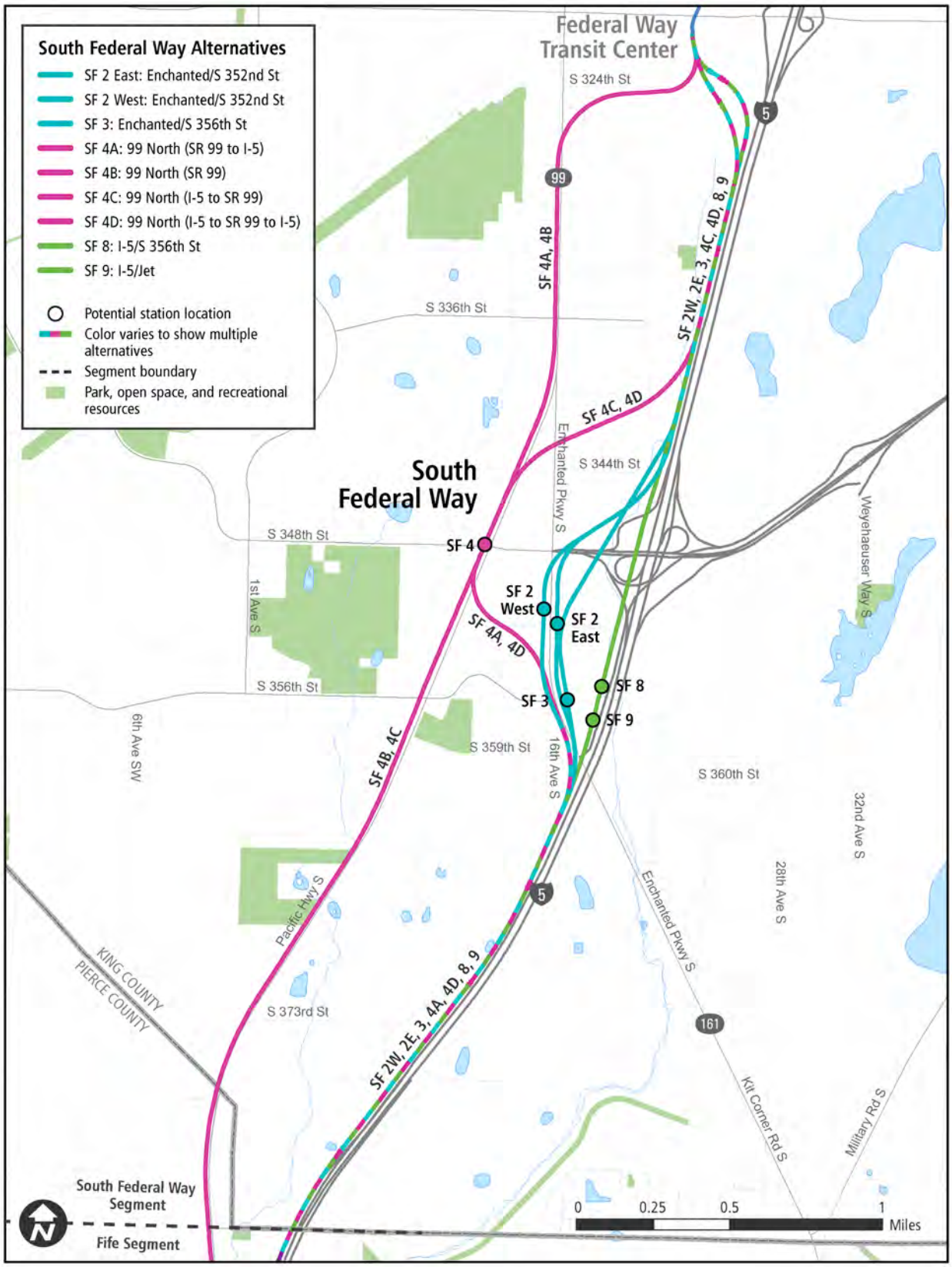

Exhibit 4 Potential Alternatives being Considered in South Federal Way

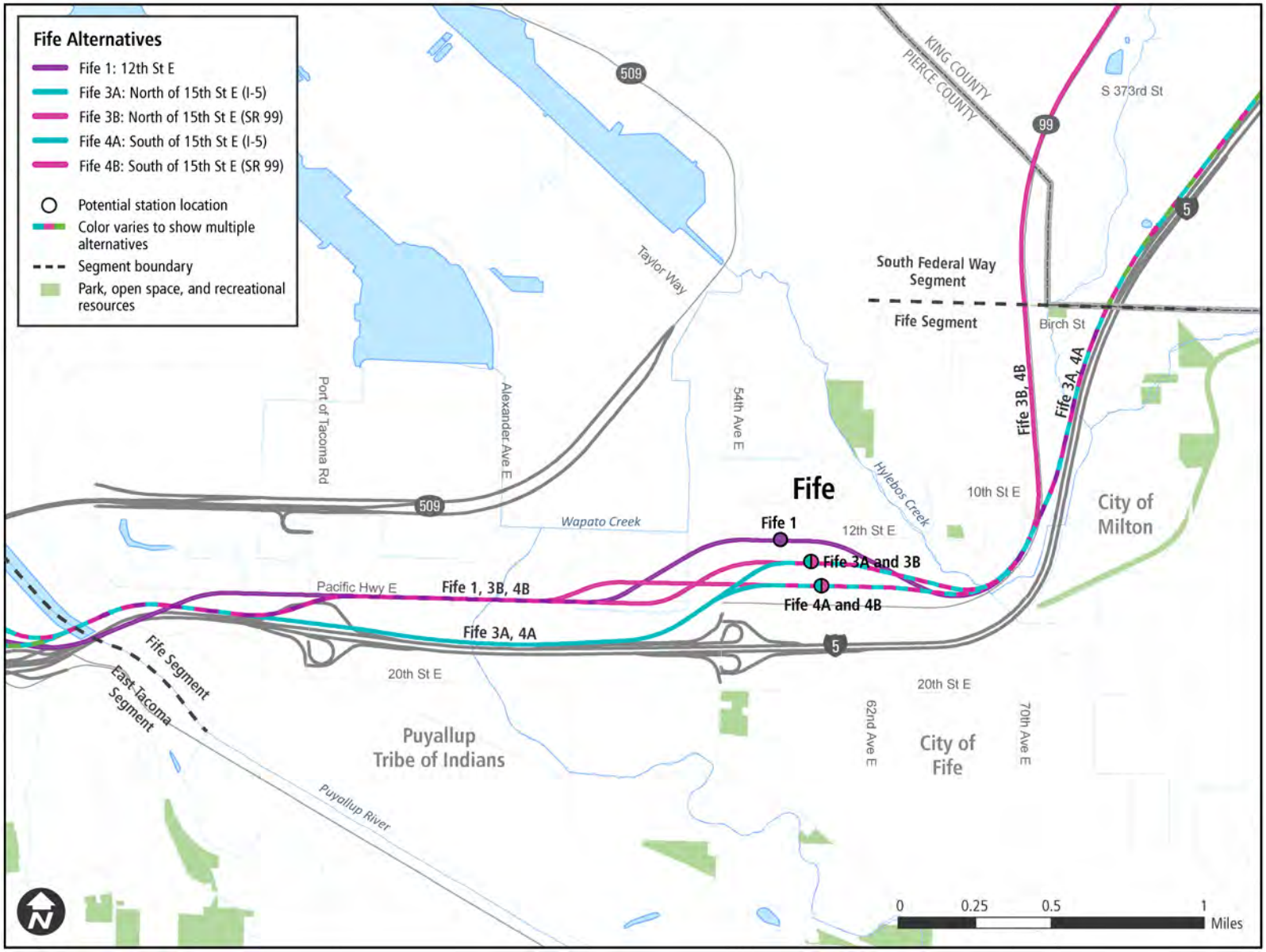

Exhibit 5 Potential Alternatives being Considered in Fife

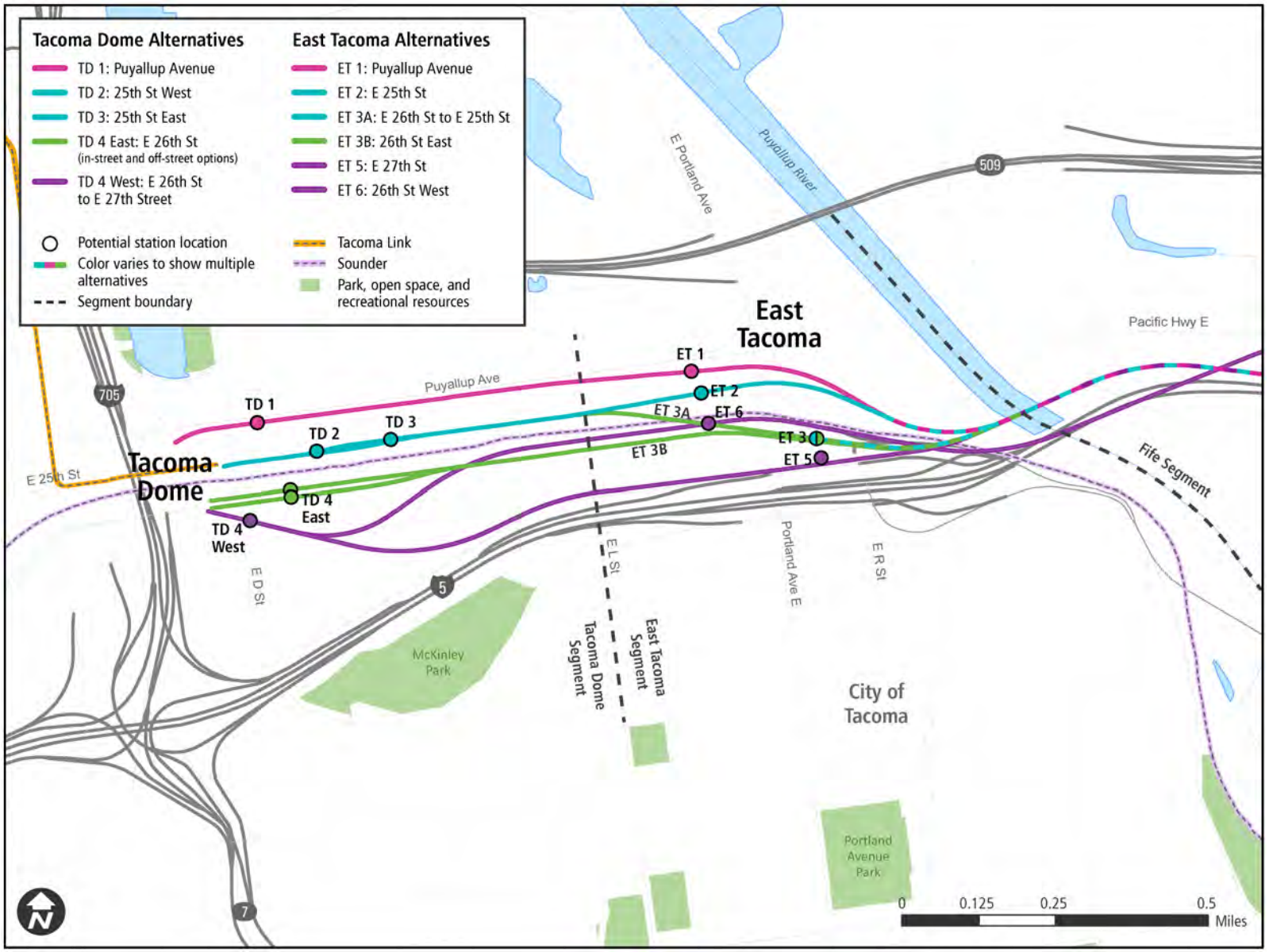

Exhibit 6 Potential Alternatives being Considered in East Tacoma and Tacoma

5 NEXT STEPS

The FTA and Sound Transit are using the information received during scoping, as well other planning information developed to date, to determine the range of alternatives to study in an EIS beginning in summer 2019. The Sound Transit Board (Board) may identify a Preferred Alternative at that time. The Board meetings allow public comment on items on the agenda, and Sound Transit provides meeting agendas and related materials prior to each Board meeting. This would include any staff reports, presentations, or motions involving the TDLE project.

Project Timeline and Process

Once the Board identifies the alternatives to be evaluated, the next steps in the process include:

- **Preparing and issuing a Draft EIS** – Work on the Draft EIS is anticipated to start in summer 2019. Sound Transit will evaluate the Preferred Alternative and other alternatives in the Draft EIS. The FTA and Sound Transit will publish the Draft EIS with a public review and comment period of at least 45 days, including public meetings and a public hearing.
- **Preparing a Final EIS** – The FTA and Sound Transit will consider comments and the Draft EIS findings. The Board will confirm or modify the Preferred Alternative following the evaluation of public comments on the Draft EIS and develop a Final EIS. The Final EIS will update the environmental information for the Preferred Alternative and other alternatives; respond to public, agency, and tribal comments on the Draft EIS; and further define measures to avoid, minimize, or mitigate potential project impacts.
- **Obtaining environmental approvals and commencing final design, construction, and operation** – After the Final EIS is published, the Board will select the project to be built. The FTA will then issue a federal Record of Decision (ROD) that describes the environmental findings and mitigation commitments. Following these actions, the project will advance into final design, permitting, construction, and operation.

Exhibit 7 shows the general project timeline.

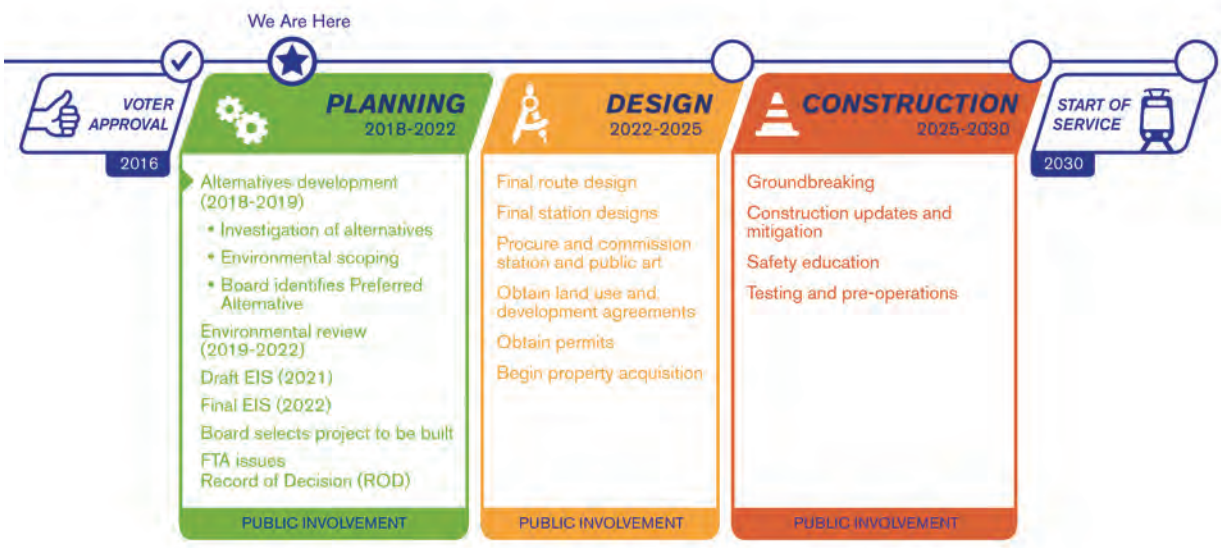

Exhibit 7 Project Timeline

6 SUPPORTING DOCUMENTATION AND REFERENCES

PSRC (Puget Sound Regional Council). 2009. VISION 2040. December 2009.

PSRC (Puget Sound Regional Council). 2018. The Regional Transportation Plan—2018, Appendix G Regional Capacity Projects List. Project ID 5685. Available at: https://www.psrc.org/sites/default/files/rtp-appendixg-regionalcapacityprojectlist.pdf. October 2018.

Sound Transit. 1996. Sound Move—The Ten-Year Regional Transit System Plan. Adopted May 31, 1996.

Sound Transit. 2005. Regional Transit Long-Range Plan. Adopted July 7, 2005.

Sound Transit. 2008. Sound Transit 2: A Mass Transit Guide—The Regional Transit System Plan for Central Puget Sound. July 2008.

Sound Transit. 2014a. Regional Transit Long-Range Plan. Adopted December 18, 2014.

Sound Transit. 2014b. Federal Way to Tacoma HCT Corridor Study. Prepared by Parametrix, July 2014.

Sound Transit. 2016. Sound Transit 3, The Regional Transit System Plan for the Central Puget Sound Region. June 2016.

Sound Transit. 2018. Early Scoping Summary Report. Available at: www.soundtransit.org/system-expansion/tacoma-dome-link-extension. Prepared by Parametrix. June 2018.

Sound Transit. 2019. Level 2 Alternatives Evaluation Report. Available at: www.soundtransit.org/system-expansion/tacoma-dome-link-extension. Prepared by Parametrix. March 2019.

soundtransit.org/tdlink

tdlink@soundtransit.org
206-903-7118

SOUNDTRANSIT

Sound Transit plans, builds, and operates regional transit systems and services to improve mobility for Central Puget Sound.
401 S. Jackson St. | Seattle, WA 98104-2826 | 1-800-201-4900 / TTY Relay: 711 | accessibility@soundtransit.org | soundtransit.org

APPENDIX A

Federal Register Notice of Intent and SEPA Register Notice

eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982. Where Federal funding is sought, requests for project grants must be submitted to the FAA Regional Office in Burlington, Massachusetts.

The Westover Municipal Development Corporation previously submitted to the FAA noise exposure maps and associated documentation produced during the noise compatibility planning study. The Westover Metropolitan Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on November 7, 2018. Notice of this determination was published in the **Federal Register** December 6, 2018.

The Westover Metropolitan Airport study contains a proposed noise compatibility program comprised of actions designed for implementation by airport. The Westover Municipal Development Corporation requested that the FAA evaluate and approve this material as a noise compatibility program as described in Section 104 (b) of the Act. The FAA began its review of the program on November 2, 2018, and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such a program within the 180-day period shall be deemed to be an approval of such a program.

The submitted program contained a few changes to noise mitigation measures in the Noise Compatibility Program. Two measures (relating to subdivision regulations and a pilot awareness program) were not recommended for approval and the FAA concurred. One measure (relating to monitoring of nighttime operations) had been only partly approved previously, is now approved. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The New England Region Airports Division Manager therefore approved the overall program on March 7, 2019. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of Westover Metropolitan Airport.

Issued in Burlington, Massachusetts on March 7, 2019.

Gail Lattrell,

Acting Manager, Airports Division, FAA New England Region.

[FR Doc. 2019–05755 Filed 3–25–19; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Notice of Intent To Prepare an Environmental Impact Statement for the Tacoma Dome Link Extension, King and Pierce Counties, Washington

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: FTA and the Central Puget Sound Regional Transit Authority (Sound Transit) intend to prepare an EIS to evaluate the benefits and impacts of the proposed Tacoma Dome Link Extension (TDLE), a light rail transit extension project. The project would improve public transit service between the Federal Way Transit Center in Federal Way, King County and the Tacoma Dome Station in Tacoma, Pierce County. It would respond to a growing number of transportation and community needs identified in the agency's regional transit system plan, Sound Transit 3 (ST3). The project would also cross the lands of the Puyallup Tribe of the Puyallup Reservation (Puyallup Tribe of Indians).

FTA and Sound Transit will prepare the EIS in accordance with the National Environmental Policy Act (NEPA), FTA environmental regulations, Fixing America's Surface Transportation Act (FAST Act), and Washington's State Environmental Policy Act (SEPA). This Notice initiates formal scoping for the EIS, provides information on the nature of the proposed transit project, invites participation in the EIS process, provides information about the purpose and need for the proposed transit project, includes general information on the range of alternatives being considered for evaluation in the EIS, and identifies potential environmental effects to be considered. It also invites comments from interested members of the public, tribes, and agencies on the scope of the EIS and announces upcoming public scoping meetings. Alternatives being considered for evaluation include a No-Build and various build alternatives to develop light rail in the TDLE corridor. The alternatives were developed through a local planning process including a Regional Transit Long-Range Plan, a regional system plan of transit investments (ST3), and a SEPA early scoping and alternatives development process specific to the TDLE corridor. The results of SEPA early scoping and alternatives planning, as well as other background information, are summarized in the Tacoma Dome Link Extension Scoping Information Report, which is available at Sound Transit's office located at 401 S Jackson Street, Seattle, WA 98104–2826, on the project website: *www.soundtransit.org/tdlink,* or by contacting the project line at (206) 903–7118.

DATES: The public scoping period will begin on the date of publication of this Notice and will continue through May 1, 2019 or 30 days from the date of publication, whichever is later. Please send written comments on the scope of the EIS, including the draft purpose and need statement, the alternatives to be considered in the EIS, the environmental and community impacts to be evaluated, and any other project-related issues, to the Sound Transit address listed in **ADDRESSES** below.

Public scoping meetings will be held at the times and locations indicated in **ADDRESSES** below. Sound Transit and FTA will accept written comments at those meetings, along with comments via mail and online, during the duration of the comment period. There is also an opportunity to give verbal comments that will be recorded by a court recorder at the meetings. FTA and Sound Transit have also scheduled a meeting to receive comments from agencies and tribes who have an interest in the proposed project on April 16, 2019. Invitations to the agency and tribal scoping meeting will be sent to appropriate federal, tribal, state, and local governmental units.

ADDRESSES: Written comments on the scope of the EIS must be postmarked by May 1, 2019 or 30 days from the publication of this Notice, whichever is later. Please send comments to: TDLE Project, c/o Elma Borbe, Senior Environmental Planner, Sound Transit, 401 S. Jackson Street, Seattle, WA 98104–2826, or by email to *TDLEscoping@soundtransit.org*. Comments will also be accepted at the public scoping meetings that will be held at:

1. April 16, 2019, 6:00 p.m.–8:00 p.m., Fife Community Center, 2111 54th Avenue E, Fife, WA.

2. April 17, 2019, 6:00 p.m.–8:00 p.m., Tacoma Convention Center, 1500 Commerce Street, Tacoma, WA.

3. April 23, 2019, 6:00 p.m.–8:00 p.m., Federal Way Performing Arts and Event Center, 31510 Pete von Reichbauer Way S, Federal Way, WA.

All public meeting locations are accessible to persons with disabilities. For information in alternative formats, call 1–800–201–4900/TTY Relay: 711 or email *accessibility@soundtransit.org.*

Information about the proposed project, the alternatives development process, scoping, and the EIS process will be available at the scoping meetings, at Sound Transit offices, on the project website at *www.soundtransit.org/tdlink,* or by contacting the project line at (206) 903–7118. An online open house is also available to submit comments at *http://tdlink.participate.online.*

FOR FURTHER INFORMATION CONTACT: Mark Assam, FTA Environmental Protection Specialist, (206) 220–4465 or Elma Borbe, Sound Transit Senior Environmental Planner, (206) 398–5445.

SUPPLEMENTARY INFORMATION:

Background. NEPA ''scoping'' (40 CFR 1501.7) has specific and fairly limited objectives, one of which is to identify the light rail alignment alternatives' significant issues that will be examined in detail in the EIS, while simultaneously limiting consideration and development of issues that are not truly significant. The NEPA scoping process should identify potentially significant environmental impacts caused by the project and that give rise to the need to prepare an EIS; impacts that are deemed not to be significant need not be developed extensively in the context of the impact statement. The EIS must be focused on impacts of consequence consistent with the ultimate objectives of the NEPA implementing regulations—''to make the environmental impact statement process more useful to decision makers and the public; and to reduce paperwork and the accumulation of extraneous background data, in order to emphasize the need to focus on real environmental issues and alternatives . . . [by requiring] impact statements to be concise, clear, and to the point, and supported by evidence that agencies have made the necessary environmental analyses.'' Executive Order 11991, of May 24, 1977. Transit projects may also generate environmental benefits, which should also be highlighted; the EIS process should draw attention to positive impacts, not just negative.

The Proposed Project. Sound Transit is proposing to expand Link light rail transit service from the Federal Way Transit Center to the Tacoma Dome Station area. The project corridor is approximately 10 miles long, with four proposed stations and two park-and-rides. The representative project is part of the ST3 Plan of regional transit system investments, funding for which was approved by voters in the region in 2016. The ST3 Plan is available on Sound Transit's website at: *www.soundtransit3.org/document-library.*

Purpose of and Need for the Project. The Purpose and Need statement establishes the basis for developing and evaluating a range of reasonable alternatives for environmental review and assists with the identification of a Preferred Alternative. The purpose of the TDLE project is to expand the Link light rail system from the Federal Way Transit Center to the Tacoma Dome Station area, to make appropriate community investments to improve mobility, and to increase capacity and connectivity for regional connections in order to:

- Provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor, as defined through the local planning process and reflected in the ST3 Plan (Sound Transit 2016).
- Improve regional mobility by increasing connectivity and capacity in the TDLE corridor from the Federal Way Transit Center to the Tacoma Dome Station area to meet projected transit demand.
- Connect communities of Federal Way, Milton, Fife, Tacoma, and the Puyallup Tribe of Indians to regional centers and destinations on the regional high-capacity transit (HCT) system as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's Regional Transit Long-Range Plan (Sound Transit 2014).
- Implement a system that is technically and financially feasible to build, operate, and maintain.
- Expand mobility for the corridor and region's residents, which include transit-dependent, low-income, and minority populations.
- Encourage equitable and sustainable urban growth in station areas through support of transit oriented development and multimodal integration in a manner that is consistent with local land use plans and policies, including Sound Transit's Transit Oriented Development and Sustainability policies.
- Encourage convenient and safe nonmotorized access to stations such as bicycle and pedestrian connections consistent with Sound Transit's System Access Policy.
- Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments.

The project is needed because:

- Chronic roadway congestion on Interstate 5 (I–5) and State Route 99 (SR 99) — two primary highways connecting communities along the corridor — delays today's travelers, including those using transit, and degrades the reliability of bus service traversing the corridor, particularly during commute periods.
- These chronic, degraded conditions are expected to continue and worsen as the region's population and employment grows.
- Puget Sound Regional Council (PSRC), the regional metropolitan planning organization, and local plans call for HCT in the corridor consistent with VISION 2040 (PSRC 2009) and Sound Transit's Regional Transit Long-Range Plan (Sound Transit 2014).
- South King and Pierce counties citizens and communities, including transit-dependent residents and low-income or minority populations, need long-term regional mobility and multimodal connectivity as called for in the Washington State Growth Management Act.
- Regional and local plans call for increased residential and/or employment density at and around HCT stations, and increased options for multimodal access.
- Environmental and sustainability goals of the state and region, as established in Washington state law and embodied in PSRC's VISION 2040 and 2018 Regional Transportation Plan, include reducing greenhouse gas emissions by decreasing vehicle miles traveled.

Proposed Alternatives. A range of light rail transit build alternatives has been identified for the TDLE project, as well as a No-Build Alternative, as required under NEPA, that serves as a baseline against which to assess the impacts of the proposed alternatives. The mode and corridor served for the proposed project were identified through the years-long planning process for the Sound Transit Regional Transit Long-Range Plan and ST3 Plan. The range of light rail transit alternatives was developed through an alternatives development process, which built off of the Regional Transit Long-Range Plan and ST3 planning work. The planning and alternatives development processes included technical analysis, public engagement, and input from affected local jurisdictions. Sound Transit developed an initial range of alternatives from agency and public

input during the SEPA early scoping process (April 2 through May 3, 2018). The project Elected Leadership Group (ELG), a comprehensive group of elected officials that represent the service corridor, recommended how to narrow and refine these alternatives based on additional analysis and community, agency, and tribal input. Consistent with 23 CFR part 450.318, FTA is relying on the results of these local planning processes to inform the mode, corridor, and range of reasonable alternatives to be evaluated during the environmental process.

FTA and Sound Transit invite comments on these alternatives. The input received during the scoping period will help FTA and Sound Transit identify alternatives to evaluate in the Draft EIS. After scoping concludes, the Sound Transit Board is expected to consider the scoping comments received and then act on a motion addressing the purpose and need for the project, the scope of environmental review, and identifying the preferred alternative and other alternatives to be considered in the Draft EIS.

No-Build Alternative. The No-Build Alternative reflects the existing transportation system plus the transportation improvements included in PSRC's Transportation Improvement Program.

Light Rail Transit Alternatives. The full-length project connecting from Federal Way to the Tacoma Dome Station is approximately 10 miles long and includes four stations: South Federal Way, Fife, East Tacoma, and the Tacoma Dome. FTA and Sound Transit may also examine several design options and potential minimal operable segments for the proposed alternatives. Information about the proposed project, the alternatives development process, scoping, and the EIS process will be available at the scoping meetings, at Sound Transit offices, on the project website: *http://www.soundtransit.org/tdlink,* or by contacting the project line at (206) 903–7118. For purposes of this Notice, the project can be generally described as follows:

Based on planning efforts to date, the alternatives evaluated for the project follow the I–5 corridor, the SR 99 corridor, or a combination of the two corridors, and include four stations and two park-and-rides located at the South Federal Way and Fife stations. The project begins just south of the Federal Way Transit Center and includes three general alternative routes in South Federal Way: I–5, Enchanted Parkway, and SR 99. The I–5 alternatives run parallel to the west side of I–5 with station options in the vicinity of S 356th Street. The Enchanted Parkway alternatives curve from I–5 to Enchanted Parkway between S 344th Street and S 359th Street with station options in the vicinity of S 352nd Street. The SR 99 alternatives use either SR 99 or a short stretch of I–5 to reach an SR 99 station near S 348th Street before continuing south along SR 99, or returning to the west side of I–5. Just south of Porter Way, I–5 and SR 99 make a 90-degree curve to the west near the city limits for Milton and Fife. Due to the topography and a new interchange with SR 167 that the Washington State Department of Transportation plans to start constructing in 2019, all alternatives converge along the SR 99 corridor as they enter Fife. The station and park-and-ride site options in Fife are generally located north of SR 99 between 59th Street E and 54th Street E. West of 54th Street E, the alternatives follow either the south side of the SR 99 corridor or the north side of the I–5 corridor. All of the alternatives are anticipated to cross the Puyallup River on a new bridge to the north of I–5. From East Tacoma to the Tacoma Dome Station area, the alternatives would curve slightly north to follow either E 26th Street, E 25th Street, or Puyallup Avenue. There is also an option for an alignment to follow E 26th Street or E 27th Street to a station site at the Tacoma Dome near East D Street. The East Tacoma station location is anticipated to be a block east or west of Portland Avenue E. The Tacoma Dome light rail station would be located in the vicinity of East G Street or East D Street.

The build alternatives would also include access enhancements such as transit-related roadway, bicycle, and pedestrian improvements around station areas, and the Puyallup River Bridge crossing. These improvements may be eligible for federal funding and could be part of the transit project or constructed as part of a joint effort with agency partners.

Possible Adverse Effects. Consistent with NEPA, FTA and Sound Transit will evaluate, with input from the public, tribes, and agencies, the potential impacts of the alternatives on the natural, built, and social environments. Likely areas of investigation include transportation (including navigable waterways), land use and consistency with applicable plans, land acquisition and displacements, socioeconomic impacts, park and recreation resources, historic and cultural resources, environmental justice, visual and aesthetic qualities, air quality, noise and vibration, hazardous materials, energy use, safety and security, water resources, floodplains, and ecosystems, including threatened and endangered species, and potential marine mammals. The EIS will evaluate the impacts of short-term construction, long-term operations, and indirect and cumulative conditions. The EIS will also propose measures to avoid, minimize, or mitigate significant adverse impacts.

In accordance with FTA policy and regulations, FTA and Sound Transit will comply with all federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process.

Roles of Agencies and the Public. NEPA, and FTA's regulations for implementing NEPA, call for public involvement in the EIS process. FTA and Sound Transit therefore invite federal and non-federal agencies to participate in the NEPA process as ''cooperating'' or ''participating'' agencies. FTA will also initiate government-to-government consultation with tribes and will invite them to participate in the process.

Any agency or tribe interested in the project that does not receive such an invitation should promptly notify the Sound Transit Senior Environmental Planner identified above under **ADDRESSES**.

FTA and Sound Transit will prepare a draft Coordination Plan guiding agency, tribe, and public involvement. Interested parties will be able to review this draft Coordination Plan at the project website: *http://www.soundtransit.org/tdlink.* The Plan will identify the project's coordination approach and structure, detail the major milestones for agency and public involvement, and include an initial list of interested agencies and organizations.

Combined FEIS and Record of Decision. Under 23 U.S.C. 139, FTA is to combine the Final EIS and Record of Decision if practicable. However, because the EIS will be a joint document meeting both NEPA and SEPA requirements, and because SEPA requires a waiting period between the FEIS and decisions about the project, FTA and Sound Transit have determined that a combined FEIS and Record of Decision is not practicable.

Paperwork Reduction. The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, FTA limits as much as possible the distribution of complete sets of printed environmental documents. Accordingly, unless a

specific request for a complete printed set of environmental documents is received before the document is printed, FTA and Sound Transit will distribute the executive summary of the environmental document that will include a compact disc of the complete environmental document and a link to the project website where it can be accessed online. A complete printed set of the environmental documentation will be available for review at Sound Transit's offices and local libraries; an electronic copy of the complete environmental document will also be available on Sound Transit's project website.

Linda M. Gehrke,

Regional Administrator.

[FR Doc. 2019–05721 Filed 3–25–19; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2018–0042]

Pipeline Safety: Request for Special Permit; Golden Pass LNG Terminal, LP

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA); DOT.

ACTION: Notice.

SUMMARY: PHMSA is publishing this notice to solicit public comment on a request for special permit, seeking relief from compliance with certain requirements in the Federal Pipeline Safety Regulations (PSRs). At the conclusion of the 30-day comment period, PHMSA will review the comments received from this notice as part of its evaluation to grant or deny the special permit request.

DATES: Submit any comments regarding this special permit request by April 25, 2019.

ADDRESSES: Comments should reference the docket number for the specific special permit request and may be submitted in the following ways:

- *E-Gov Website: http://www.Regulations.gov*. This site allows the public to enter comments on any **Federal Register** notice issued by any agency.
- *Fax:* 1–202–493–2251.
- *Mail:* Docket Management System: U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.
- *Hand Delivery:* Docket Management System: U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

Instructions: You should identify the docket number for the special permit request you are commenting on at the beginning of your comments. If you submit your comments by mail, please submit two copies. To receive confirmation that PHMSA has received your comments, please include a self-addressed stamped postcard. Internet users may submit comments at *http://www.Regulations.gov*.

Note: There is a privacy statement published on *http://www.Reglations.gov.* Comments, including any personal information provided, are posted without changes or edits to *http://www.Regulations.gov.*

FOR FURTHER INFORMATION CONTACT:

General: Ms. Kay McIver by telephone at 202–366–0113, or email at *kay.mciver@dot.gov*.

Technical: Mr. Thach Nguyen by telephone at 909–262–4464, or by email at *Thach.d.Nguyen@dot.gov*.

SUPPLEMENTARY INFORMATION: On March 28, 2018, PHMSA received a special permit request from Golden Pass LNG Terminal, LP (GPLNG) to deviate from the PSRs in 49 Code of Federal Regulations, part 193, subpart G for the following provisions: Subpart G Maintenance—§§ 193.2603(a) and (b), 193.2607, 193.2609, 193.2619(c) and (e), 193.2631, and 193.2635(e).

GPLNG proposes to create a hydrocarbon-free environment in the existing regasification terminal or Brownfield facilities prior to construction of the new liquefaction/export project to maximize safety of the interconnection construction. Existing equipment will be at ambient temperature, purged of all hydrocarbons and displaced with nitrogen. In some cases, containment will be broken for modification. The main gas supply pipeline will be blinded off from the Brownfield site. A hydrocarbon-free environment will allow new equipment/facilities to be interconnected to existing equipment and allow certain existing equipment to be modified under safer conditions. While the GPLNG Terminal is out of service and purged free of hazardous fluid, GPLNG seeks to be relieved from performing the maintenance, inspection, and testing activities required in §§ 193.2603(a) and (b), 193.2607, 193.2609, 193.2619(c) and (e), 193.2631, and 193.2635(e). Prior to bringing the GPLNG Terminal back to service, GPLNG will carry out its recommissioning/restart plan, and PHMSA will perform inspections to verify that the LNG facility equipment and components are fully restored to their original and fully compliant functions.

The GPLNG Terminal is located on the southern shore of the Sabine-Neches Waterway in Jefferson County, Texas, approximately ten (10) miles south of Port Arthur, Texas, and two (2) miles north of Sabine Pass, Texas. Since June 2012, the terminal has maintained a warmed state, where all LNG has been removed, but equipment remains in a state of readiness that includes methane vapors. The GPLNG Terminal consists of two (2) berths, five (5) LNG storage tanks, and a regasification system. All associated piping, valves and pumps will be made hydrocarbon free in accordance with § 193.2517 and American Gas Association's Purging Principles and Practices (incorporated by reference, see § 193.2013).

The proposed special permit conditions and Draft Environmental Assessment (DEA) for the Golden Pass LNG facility are available at *http://www.Regulations.gov* for public review and comment. We invite interested persons to review and submit comments on the special permit request, DEA, and other background materials in the docket. Please include any comments on potential safety and environmental impacts that may result if the special permit is granted. Comments may include relevant data.

Before issuing a decision on the special permit request, PHMSA will evaluate all comments received on or before the comment closing date. Comments received after the closing date will be evaluated if it is possible to do so without incurring additional expense or delay. PHMSA will consider each relevant comment we receive in making our decision to grant or deny a request.

Issued in Washington, DC, on March 21, 2019, under authority delegated in 49 CFR 1.97.

Linda Daugherty,

Deputy Associate Administrator for Field Operations.

[FR Doc. 2019–05713 Filed 3–25–19; 8:45 am]

BILLING CODE 4910–60–P

Sound Transit
Tacoma Dome Link Extension
Determination of Significance
And Request for Comments on Scope of EIS

Description of Proposal
Sound Transit is proposing to expand Link light rail transit service from the Federal Way Transit Center to the Tacoma Dome Station area. The project, known as the Tacoma Dome Link Extension (TDLE), runs in a corridor approximately 10 miles long, with four proposed stations and two park-and-rides. The project is part of the Sound Transit 3 Plan of regional transit system investments, funding for which was approved by the voters in 2016.

The purpose of the TDLE project is to expand the Link light rail system from the Federal Way Transit Center to the Tacoma Dome Station area, to make appropriate community investments to improve mobility, and to increase capacity and connectivity for regional connections. Additional detail on the project's draft Purpose and Need is in the Scoping Information Report. The draft Purpose and Need statement establishes the basis for developing and evaluating a range of reasonable alternatives for environmental review and assists with the identification of a Preferred Alternative.

Sound Transit will evaluate a range of light rail transit (LRT) build alternatives as well as a no-build alternative.

No Build Alternative. The No Build alternative reflects the existing transportation system and environment without the proposed project. It also serves as a baseline for comparing impacts of the build alternatives.

LRT Alternatives. The full-length project connecting from Federal Way to the Tacoma Dome Station is approximately 10 miles long and includes four stations: South Federal Way, Fife, East Tacoma, and the Tacoma Dome. FTA and Sound Transit may also examine several design options and potential minimal operable segments for the proposed alternatives. Information about the proposed project, the alternatives development process, scoping, and the EIS process will be available at the scoping meetings, at Sound Transit offices, on the project website: http://www.soundtransit.org/tdlink, or by contacting the project line at (206) 903-7118. For purposes of this notice, the project can be generally described as follows:

Based on planning efforts to date, the alternatives evaluated for the project follow the I-5 corridor, the SR 99 corridor, or a combination of the two corridors, and include four stations and two park-and-rides located at the South Federal Way and Fife stations. The project begins just south of the Federal Way Transit Center and includes three general alternative routes in South Federal Way: I-5, Enchanted Parkway, and SR 99. The I-5 alternatives run parallel to the west side of I-5 with station options in the vicinity of S 356th Street. The Enchanted Parkway alternatives curve from I-5 to Enchanted Parkway between S 344th Street and S 359th Street with station options in the vicinity of S 352nd Street. The SR 99 alternatives use either SR 99 or a short stretch of I-5 to reach an SR 99 station near S 348th Street before continuing south along SR 99, or returning to the west side of I-5. All station options in South Federal Way include a park-and-ride. Just south of Porter Way, I-5 and SR 99 make a 90-degree curve to the west near the city limits for Milton and Fife. Due to the topography and a new interchange with SR 167 that the Washington State Department of Transportation plans to start constructing in 2019, all alternatives converge along the SR 99 corridor as they enter Fife. The station and park-and-ride site options in Fife are generally located north of SR 99 between 59th Street E and 54th Street E. West of 54th Street E, the alternatives follow either the south side of the SR 99 corridor or the north side of the I-5 corridor. All of the alternatives are anticipated to cross the Puyallup River on a new bridge to the north of

I-5. From East Tacoma to the Tacoma Dome Station area, the alternatives would curve slightly north to follow either E 26th Street, E 25th Street, or Puyallup Avenue. There is also an option for an alignment to follow E 26th Street or E 27th Street to a station site at the Tacoma Dome near East D Street. The East Tacoma station location is anticipated to be a block east or west of Portland Avenue E. The Tacoma Dome light rail station would be located in the vicinity of East G Street or East D Street.

The build alternatives could also include transit-related roadway, bicycle, and pedestrian improvements at the stations, and the Puyallup River Bridge crossing. These improvements may be eligible for federal funding and could be part of the transit project or constructed as part of a joint effort with agency partners.

Proponent: Sound Transit (Central Puget Sound Regional Transit Authority)

Location of proposal: Federal Way, King County, Washington; Fife, Milton, Tacoma, Pierce County, Washington; Puyallup Tribal Reservation.

Lead agency: Sound Transit is the lead agency for State Environmental Policy Act (SEPA) review and the Federal Transit Administration (FTA) is the lead agency under the National Environmental Policy Act (NEPA). A combined EIS is being prepared under SEPA and NEPA.

EIS Required. The lead agency has determined this proposal is likely to have a significant adverse impact on the environment. An environmental impact statement (EIS) is required under RCW 43.21C.030 (2)(c) and will be prepared.

The lead agency has identified the following areas for discussion in the EIS: transportation (including navigable waterways), land use and consistency with applicable plans, land acquisition and displacements, socioeconomic impacts, park and recreation resources, historic and cultural resources, environmental justice, visual and aesthetic qualities, air quality, noise and vibration, hazardous materials, energy use, electromagnetic fields, public services and utilities, safety and security, water resources, floodplains, and ecosystems, including threatened and endangered species, and potential marine mammals. The EIS will evaluate the impacts of construction, operations, and indirect and cumulative impacts. The EIS will also propose measures to avoid, minimize, or mitigate significant adverse impacts.

The following areas will also be included for the purposes of meeting NEPA requirements in this combined SEPA/NEPA EIS: Section 4(f)/6(f) resources (public parks, recreation areas, wildlife and waterfowl refuges, and historic sites of national, State, or local significance), Section 106 resources (historic and cultural properties on or eligible for listing in the National Register of Historic Places), and environmental justice (effects on low-income and minority populations).

The scoping process may result in a narrower scope of elements analyzed in the EIS.

Scoping. Agencies, tribes, and members of the public are invited to comment on the scope of the EIS. You may comment on the proposed range of alternatives, potential significant impacts to be avoided, minimized, or mitigated, the draft Purpose and Need, and licenses or other approvals that may be required. Three public scoping meetings and one agency and tribe scoping meeting are scheduled. Invitations to the agency and tribe scoping meeting are being sent to appropriate federal, tribal, state, and local governmental entities. The method and deadline for providing comments is as follows:

Comment Deadline: Comments must be submitted by 5:00 p.m., May 1, 2019

Comment Online: tdlink.participate.online

Mail: Tacoma Dome Link Extension (c/o Elma Borbe)
Sound Transit
401 S Jackson St., Seattle, WA 98104

Email: TDLEscoping@soundtransit.org

At a public meeting:

1. Tuesday, April 16, 2019, 6:00 – 8:00pm
Fife Community Center
2111 54th Avenue E. Fife, WA 98424

2. Wednesday, April 17, 2019, 6:00 – 8:00pm
Tacoma Convention Center, Rooms 315 and 317
1500 Commerce Street, Tacoma, WA 98402

3. Tuesday, April 23, 2019, 6:00 – 8:00pm
Federal Way Performing Arts and Event Center
31510 Pete von Reichbauer Way S
Federal Way, WA 98003.

Project line: 206- 903-7118

All public meeting locations are accessible to persons with disabilities who may also request materials be prepared and supplied in alternate formats by calling 800-201-4900/TTY Relay 711 or email accessibility@soundtransit.org at least 48 hours in advance of the meeting.

Responsible official:	Perry Weinberg
Position/title:	Deputy Executive Director, Office of Environmental Affairs and Sustainability
Phone:	(206) 689-4931
Address:	Sound Transit Office of Environmental Affairs and Sustainability Union Station, 401 South Jackson St., Seattle, WA 98104-2826

Additional Information: Additional information is contained in the Scoping Information Report, including alternatives under consideration, topics for discussion in the EIS, and the draft Purpose and Need Statement, and is available at http://www.soundtransit.org/tdlink or can be obtained by calling the project line at 206-903-7118.

For information on the scoping process, contact Elma Borbe, Sound Transit, Senior Environmental Planner, at 206-398-5445.

Date: 3/26/2019 Signature: Perry Weinberg

Perry Weinberg
SEPA Responsible Official

APPENDIX B

Scoping Information Report

Scoping Information Report

April 2019

SOUNDTRANSIT

To request accommodations for persons with disabilities or information in alternative formats, call 1-800-201-4900/TTY Relay: 711 or email accessibility@soundtransit.org.

Para información acerca del proyecto llame al: 1-800-823-9230

Звоните 1-800-823-9230, чтобы получить информацию о проекте

프로젝트에 관한 정보는 다음으로 연락하십시오: 1-800-823-9230

សម្រាប់ព័ត៌មានអំពីគម្រោងម្តេះ សូមទូរស័ពទមក៖ 1-800-823-9230

Để biết tin tức về dự án này, xin gọi: 1-800-823-9230

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Acronyms and Abbreviations

Board	Sound Transit Board
BPA	Bonneville Power Administration
EIS	environmental impact statement
ET	East Tacoma
FTA	Federal Transit Administration
HCT	high-capacity transit
I-5	Interstate 5
NEPA	National Environmental Policy Act
OMF South	Operations and Maintenance Facility South
PSRC	Puget Sound Regional Council
Puyallup Tribe	Puyallup Tribe of Indians
ROD	Record of Decision
SEPA	State Environmental Policy Act
Sound Transit	Central Puget Sound Regional Transit Authority
SF	South Federal Way
SR 99	State Route 99
SR 167	State Route 167
ST2	Sound Transit 2
ST3	Sound Transit 3
TD	Tacoma Dome
TDLE	Tacoma Dome Link Extension
TOD	transit oriented development

1 INTRODUCTION

Invitation to Comment and Notice for the Tacoma Dome Link Extension Scoping Period: April 1 to May 1, 2019

The Central Puget Sound Regional Transit Authority (Sound Transit) and the Federal Transit Administration (FTA) are conducting scoping activities for an environmental impact statement (EIS) they will prepare for the Tacoma Dome Link Extension (TDLE) Project. This project is part of the Sound Transit 3 (ST3) Plan approved by voters in 2016. The project would extend the regional light rail system nearly 10 miles, from the Federal Way Transit Center Station in the city of Federal Way, King County, to the Tacoma Dome Station area in the city of Tacoma, Pierce County. It includes four new stations and a bridge crossing the Puyallup River. **Exhibit 1** shows the location of the TDLE project and potential alternatives being considered during scoping as Sound Transit works to identify which alternatives to evaluate in the Draft EIS. TDLE is a regional capacity project listed as part of The Regional Transportation Plan—2018 (PSRC 2018) prepared by the Puget Sound Regional Council (PSRC) and Sound Transit's Regional Transit Long-Range Plan adopted on December 18, 2014 (Sound Transit 2014a). **Exhibit 2** shows Sound Transit's regional transit system, including TDLE and other projects that are part of the system expansion.

This scoping information report describes the:

- Scoping process
- TDLE project
- Draft Purpose and Need
- Potential EIS alternatives
- Topics to be addressed in the EIS
- Next steps

What is scoping?

Scoping begins the public conversation shaping the project at the start of the formal state and federal environmental processes. FTA and Sound Transit are inviting the public, other agencies and tribal governments to take part in defining the alternatives for the Tacoma Dome Link Extension project and determining how it can best fit in with the communities and the environment.

Sound Transit is inviting all interested parties to be involved in decisions about this project. To learn more or get involved, interested parties can attend a scoping meeting, visit the online open house, or submit written comments according to the procedures outlined in Section 2 of this report.

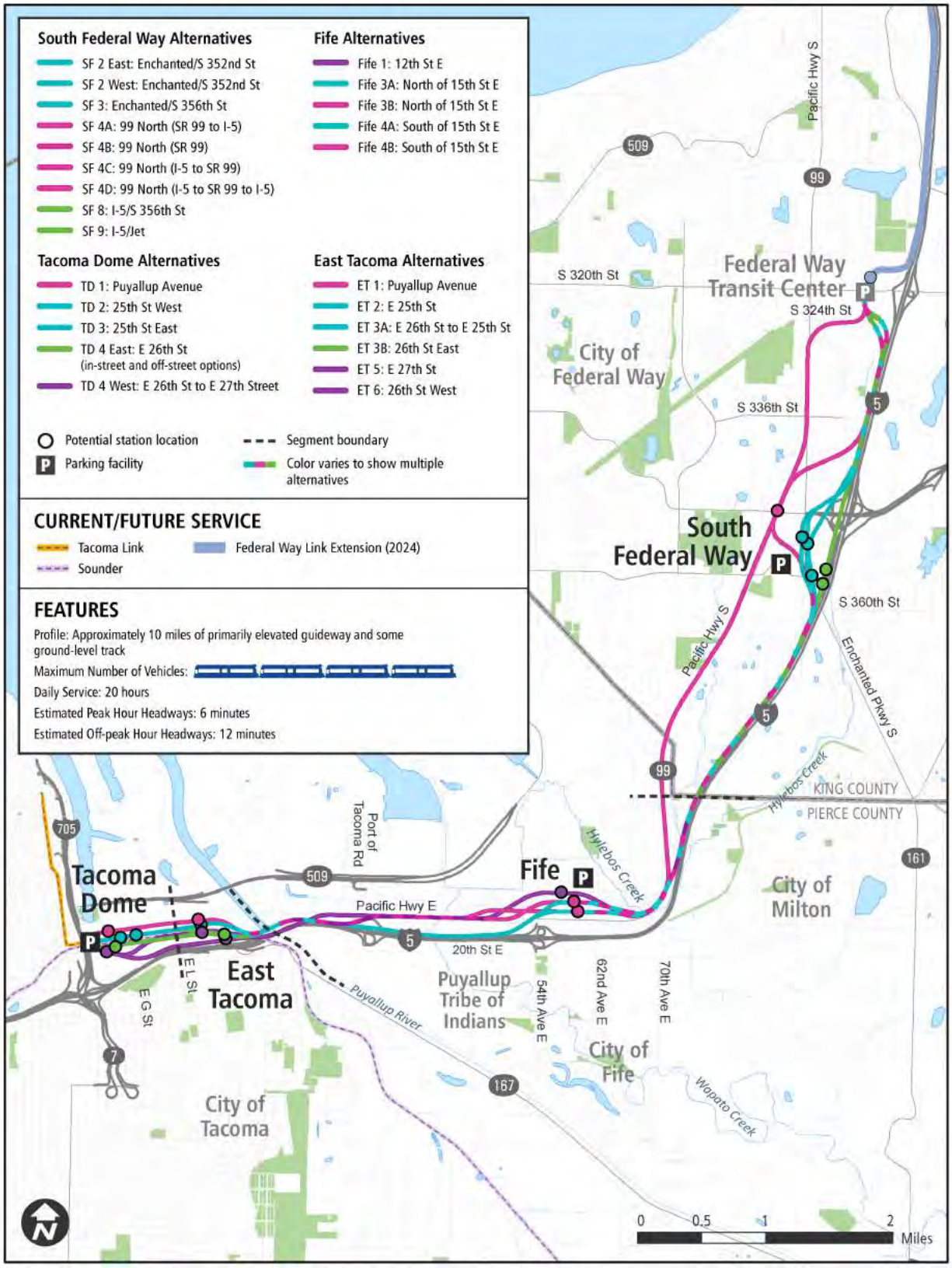


Exhibit 1 Project Area Map and Potential Alternatives Being Considered During EIS Scoping

Exhibit 2 Regional System Map

2 THE SCOPING PROCESS

Scoping provides an opportunity for the public to learn about and provide comments on the project as it begins, including the Draft Purpose and Need, potential alternatives, and environmental resources to evaluate in the EIS. Scoping supports the project's overall planning, public involvement, and state and federal environmental approach.

FTA and Sound Transit have concluded that the project has the potential to result in significant environmental effects and an EIS is needed, as required by the National Environmental Policy Act (NEPA) and Washington's State Environmental Policy Act (SEPA). Various alternatives to develop light rail in the corridor are being considered for evaluation in the EIS. The light rail alternatives are based on the potential alternatives identified through an alternatives evaluation process that includes input from agencies, tribes, and the public. More information on alternatives is in Section 5.

A scoping notice for the EIS has been published in the Federal Register and the SEPA register. Notices and project informational display advertisements announcing upcoming public scoping meetings are in the following publications:

- El Siete Dias
- Federal Way Mirror
- International Examiner
- Korea Daily
- Korean Times Seattle
- Northwest Military
- Northwest Vietnamese News
- Seattle Times
- South Sound Biz
- Tacoma News Tribune
- Tacoma Weekly
- Tu Decides
- Weekly Volcano

Notices and information are posted on the project website and Sound Transit's social media platforms, and were also sent out via email updates to the project's GovDelivery list serve. Additionally, open house posters will be distributed to local businesses and community organizations along the project corridor.

FTA and Sound Transit invite the public, agencies, and tribes to be involved in the EIS process. During the EIS scoping process, comments are encouraged on the Draft Purpose and Need, the range of potential alternatives, and environmental issues of concern.

FTA and Sound Transit are inviting over 30 federal, state, regional, and local agencies to be involved in the EIS process. A complete list of the agencies with jurisdiction, special expertise, or

interest that are invited to take part in the EIS process as cooperating or participating agencies is provided in the project's Coordination Plan, available on the project website at: www.soundtransit.org/tdlink.

FTA has initiated government-to-government consultation for the TDLE project with the Puyallup Tribe of Indians (Puyallup Tribe), Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, and Nisqually Indian Tribe.

Public Comment Period and Community Meetings

The comment period for scoping extends from April 1 to May 1, 2019. During this period, three community open houses (public meetings) to inform and obtain input from the public will be held at:

- **Fife Community Center**
  Tuesday, April 16, 2019, 6:00–8:00 p.m.
  2111 54th Avenue E, Fife, WA 98424

- **Tacoma Convention Center, Rooms 315 and 317**
  Wednesday, April 17, 2019, 6:00–8:00 p.m.
  1500 Commerce Street, Tacoma, WA 98402

- **Federal Way Performing Arts and Event Center**
  Tuesday, April 23, 2019, 6:00–8:00 p.m.
  31510 Pete von Reichbauer Way S, Federal Way, WA 98003

All public meeting locations are accessible to persons with disabilities. Alternative formats are available by contacting:

- Alternative formats: 1-800-201-4900
- Persons who are deaf or hearing-impaired: TTY Relay 711
- Email: accessibility@soundtransit.org

In addition to the community meetings, a scoping meeting will be held for representatives from tribes, agencies, and cities.

How to Comment

During the scoping process, comments can be provided in the following ways:

- Community Open Houses: Written comment forms will be provided, and computers will be available to access the online comment form
- Online: tdlink.participate.online
- Email: TDLEscoping@soundtransit.org
- Mail: Sound Transit, TDLE Project
  c/o Elma Borbe, Senior Environmental Planner
  401 S Jackson Street, Seattle, WA 98104
- Project Phone Line: 206-903-7118

How Comments Will be Used

After the end of the comment period on May 1, 2019, Sound Transit will collect, review, and summarize the comments received and prepare a scoping summary report to share the results of the scoping process. The report will be publicly available.

The comments received during the scoping period will be considered by FTA and Sound Transit to define the scope of the EIS and inform the related technical analyses and environmental resources to be evaluated.

In collaboration with FTA, the Sound Transit Board (Board) is expected to confirm the Draft Purpose and Need for the project, and identify the alternatives to be evaluated in the Draft EIS, including a Preferred Alternative in summer 2019.

3 THE TACOMA DOME LINK EXTENSION PROJECT AND THE REGIONAL SYSTEM

The TDLE project is an approximately 10-mile light rail line with four stations connecting from the Federal Way Transit Center to the Tacoma Dome Station. The light rail line would be primarily elevated. Stations would be at South Federal Way, Fife, East Tacoma, and the Tacoma Dome, with park-and-ride facilities planned in South Federal Way and Fife. The Tacoma Dome Station would serve as a multimodal transit hub, with transfer options to and from Sounder service, Amtrak, Tacoma Link, Greyhound, and Pierce Transit and Sound Transit buses.

Sound Transit and the Region's Mass Transit System

Sound Transit was created to build a mass transit system connecting the urban centers of King, Pierce, and Snohomish counties. In 1996, voters approved Sound Move, the first phase of investment in the mass transit system, which includes regional express buses, commuter rail, and light rail. Sound Transit began operating the first phase of the Central Link light rail system with the line from downtown Seattle south to SeaTac in 2009.

When voters approved the Sound Transit 2 (ST2) Plan in 2008, the second phase of investment in the region's mass transit system began. The plan added regional express bus and commuter rail service while building 36 additional miles of light rail to form a 55-mile regional system. The ST2 Plan extends light rail south to Federal Way, east to Bellevue, and north to Lynnwood.

Voters approved the third phase of investment, the ST3 Plan, in 2016. In addition to bus and commuter rail service expansion, the ST3 Plan adds 62 new miles of light rail for a regional system reaching 116 miles. ST3 extends light rail from Federal Way to Tacoma, as well as to Everett, South Kirkland, Issaquah, Redmond, and the Seattle neighborhoods of West Seattle and Ballard.

Exhibit 2 shows the regional transit system, including TDLE and other projects that are part of the system expansion.

4 DRAFT PURPOSE AND NEED FOR THE PROJECT

As part of EIS scoping, FTA and Sound Transit are seeking comments on the Draft Purpose and Need, which will be finalized as preparation of the Draft EIS begins.

The Draft Purpose and Need statement establishes the basis for developing and evaluating a range of reasonable alternatives for environmental review and assists with identifying a Preferred Alternative. The purpose of the TDLE is to expand the Link light rail system from the Federal Way Transit Center to the Tacoma Dome Station area in order to:

- Provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor, as defined through the local planning process and reflected in the ST3 Plan (Sound Transit 2016).
- Improve regional mobility by increasing connectivity and capacity in the TDLE corridor from the Federal Way Transit Center to the Tacoma Dome Station area to meet projected transit demand.
- Connect communities of Federal Way, Milton, Fife, Tacoma, and the Puyallup Tribe of Indians to regional centers and destinations on the regional high-capacity transit (HCT) system as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's Regional Transit Long-Range Plan (Sound Transit 2014a).
- Implement a system that is technically and financially feasible to build, operate, and maintain.
- Expand mobility for the corridor and region's residents, which include transit dependent, low-income, and minority populations.
- Encourage equitable and sustainable urban growth in station areas through support of transit oriented development and multimodal integration in a manner that is consistent with local land use plans and policies, including Sound Transit's Transit Oriented Development and Sustainability policies.
- Encourage convenient and safe nonmotorized access to stations such as bicycle and pedestrian connections consistent with Sound Transit's System Access Policy.
- Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments.

The project is needed because:

- Chronic roadway congestion on Interstate 5 (I-5) and State Route 99 (SR 99)—two primary highways connecting communities along the corridor—delays today's travelers, including those using transit, and degrades the reliability of bus service traversing the corridor, particularly during commute periods.
- These chronic, degraded conditions are expected to continue and worsen as the region's population and employment grows.

- Puget Sound Regional Council (PSRC), the regional metropolitan planning organization, and local plans call for HCT in the corridor consistent with VISION 2040 (PSRC 2009) and Sound Transit's Regional Transit Long-Range Plan (Sound Transit 2014a).
- South King and Pierce counties citizens and communities, including transit-dependent residents and low-income or minority populations, need long-term regional mobility and multimodal connectivity as called for in the Washington State Growth Management Act.
- Regional and local plans call for increased residential and/or employment density at and around HCT stations, and increased options for multimodal access.
- Environmental and sustainability goals of the state and region, as established in Washington state law and embodied in PSRC's VISION 2040 and 2018 Regional Transportation Plan, include reducing greenhouse gas emissions by decreasing vehicle miles traveled.

5 POTENTIAL EIS ALTERNATIVES

How Alternatives Were Developed

The alternatives development process for the TDLE project began with early scoping in 2018, and was focused on the representative project that was in the ST3 Plan submitted to and approved by voters in 2016. The representative project reflects several years of prior studies and agency and public involvement, and formed the basis for the project's scope, schedule, and budget in the ST3 Plan.

The representative project's key features included approximately 9.7 miles of dedicated, mostly elevated guideway to extend light rail from the Federal Way Transit Center to the Tacoma Dome Station area, generally following I-5. It featured four stations located in South Federal Way, Fife, East Tacoma, and the Tacoma Dome, with 500-space park-and-ride facilities planned in South Federal Way and Fife. It also featured a light rail bridge crossing the Puyallup River.

Following early scoping, Sound Transit conducted two levels of alternatives evaluation involving advisory groups representing agencies, tribes, corridor stakeholders, and the public, as well as open houses and other public outreach. The TDLE's Pre-Screening and Level 1 Alternatives Report (Sound Transit 2019a) and Level 2 Alternatives Evaluation Report (Sound Transit 2019b) contain details about the alternatives analysis, including alternatives evaluated and the findings of the technical analysis, and are available on the project's website at: www.soundtransit.org/tdlink. The Level 2 Alternatives Evaluation Report also summarizes which alternatives are currently considered most promising, based on the

ADVISORY GROUPS

Elected Leadership Group

The Elected Leadership Group comprises elected officials and tribal representatives who represent the project corridor and the Board. The purpose of this group is to represent local jurisdictional perspectives in the planning process, strive for consensus around key decisions, and work through project issues. The group advises Sound Transit on alternatives moving forward and will recommend a Preferred Alternative to the Board.

Stakeholders Group

The Stakeholders Group includes community members, residents, and business groups along the corridor. They participate in the development and narrowing of alternatives.

Interagency Group

The Interagency Group is composed of senior staff from the tribes, agencies, and jurisdictions with permitting authority who can provide insight on technical decisions.

technical evaluations and feedback from the project's advisory groups and the public. The project corridor encompassing the current range of alternatives is shown in **Exhibit 1**.

In a previous decision, the Board has adopted light rail transit as the mode to serve the south corridor connecting Seattle to Tacoma. In adopting light rail, the Board considered previous studies and public involvement completed for the adoption of the Regional Transit Long-Range Plan (Sound Transit 2014a) and its EIS, as well as the results of the Federal Way to Tacoma HCT Corridor Study (Sound Transit 2014b) and related ST3 planning and outreach. Therefore, only light rail transit alternatives are being considered for the TDLE.

Early Scoping and Alternatives Evaluations

Sound Transit began developing and reviewing potential alternatives beginning with public early scoping under SEPA in April 2018 as shown in **Exhibit 3**. Early scoping involved agencies, tribes, and the public, and included three public open houses and one agency meeting. Early scoping comments were received from one tribal government and 11 agencies, and over 550 written comments were received from the public. The Early Scoping Summary Report contains further information about the comments received (Sound Transit 2018).

Sound Transit then worked with the advisory groups—the Elected Leadership Group, Stakeholders Group, and Interagency Group—to refine the representative project and consider public comments to create a range of other options that could meet the project's Draft Purpose and Need. Over 50 alternatives and options were evaluated. Most of the alternatives were variations on alignments that followed either I-5, SR 99, or other local streets parallel to I-5, including options on both sides of I-5 or in the median. They also featured a variety of station siting options in the South Federal Way, Fife, East Tacoma, and Tacoma Dome station areas.

The most promising alternatives from the evaluations are now being presented for further public discussion as part of scoping for the EIS.

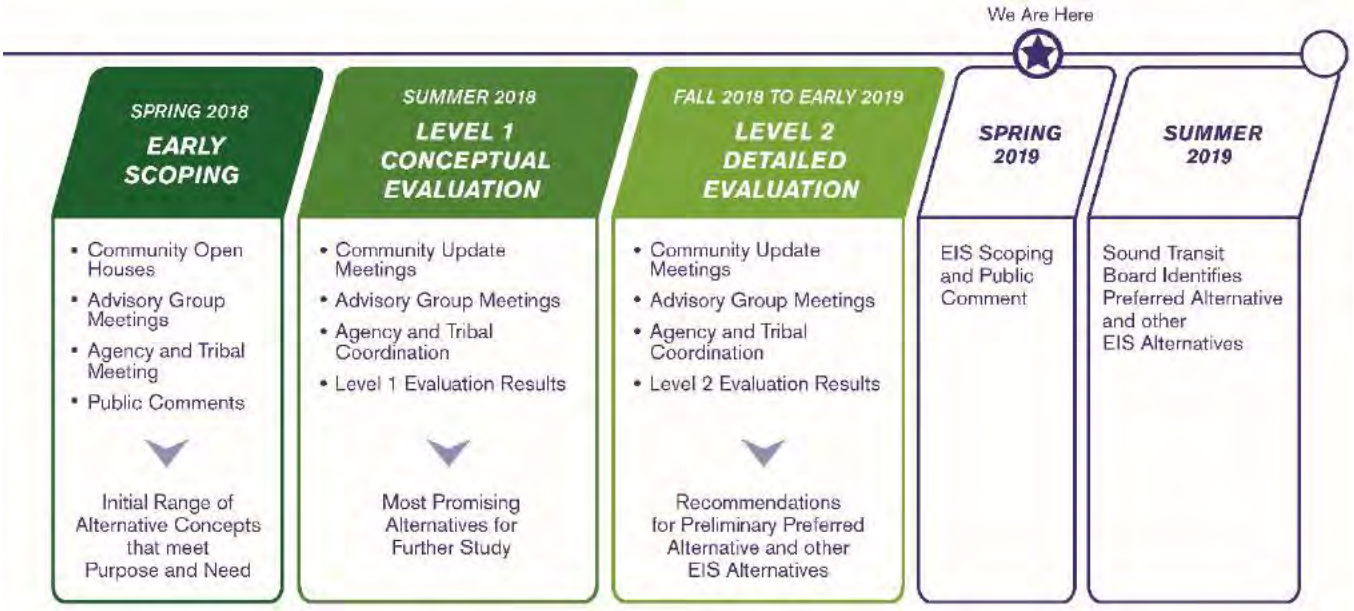

We Are Here
SPRING 2018
EARLY SCOPING
• Community Open Houses
• Advisory Group Meetings
• Agency and Tribal Meeting
• Public Comments
Initial Range of Alternative Concepts that meet Purpose and Need
SUMMER 2018
LEVEL 1 CONCEPTUAL EVALUATION
• Community Update Meetings
• Advisory Group Meetings
• Agency and Tribal Coordination
• Level 1 Evaluation Results
Most Promising Alternatives for Further Study
FALL 2018 TO EARLY 2019
LEVEL 2 DETAILED EVALUATION
• Community Update Meetings
• Advisory Group Meetings
• Agency and Tribal Coordination
• Level 2 Evaluation Results
Recommendations for Preliminary Preferred Alternative and other EIS Alternatives
SPRING 2019
EIS Scoping and Public Comment
SUMMER 2019
Sound Transit Board Identifies Preferred Alternative and other EIS Alternatives

Exhibit 3 Alternatives Development Process

Potential Alternatives for the EIS

Based on the Alternatives Evaluation conducted to date, FTA and Sound Transit are asking for comments on a remaining set of potential alternatives for the approximately 10-mile light rail extension in a corridor generally parallel to I-5 and connecting from Federal Way and the Tacoma Dome station area. The alternatives address choices about whether the alignments follow generally along I-5, SR 99, or other streets, and where the stations are sited. Except in Federal Way and south King County, where the alignments following I-5 and SR 99 are farther apart, most of the remaining alignments and stations are in the same general vicinity and are one to several blocks from each other.

The light rail alternatives currently being considered are fully separated from traffic and include four stations located in South Federal Way, Fife, East Tacoma, and near the existing Tacoma Dome station area. All light rail alternatives would also cross the Puyallup Tribe Reservation and the Puyallup River. Additionally, at the Tacoma Dome station area, the light rail alternatives would require tail tracks extending beyond the station (tail tracks or storage tracks and switches are needed for operations serving any terminus station).

No-Build Alternative

As required under NEPA, a No-Build Alternative will be included in the EIS as a baseline to compare to the build alternatives. The No-Build Alternative reflects the existing transportation system plus the transportation improvements included in PSRC's Transportation Improvement Program. The southern terminus of the Link light rail system would remain at the Federal Way Transit Center, and the TDLE project would not be constructed.

Potential Light Rail Alternatives

The potential light rail alternatives being considered for further study in the EIS are shown in **Exhibits 4 through 6**.

Heading south from the Federal Way Transit Center, potential alternatives generally follow along the west side of I-5 through Milton, or turn westward to align with SR 99. There are nine alternatives in South Federal Way (SF) that can generally be grouped into three alignment families:

- **I-5 West** – The I-5 West alternatives include SF 8: I-5/S 356th Street and SF 9: I-5/Jet
- **Enchanted Parkway** – The Enchanted Parkway alternatives include SF 2 West: Enchanted/S 352nd Street, SF 2 East: Enchanted/S 352nd Street, and SF 3: Enchanted/S 356th Street
- **SR 99** – The SR 99 alternatives include SF 4A: 99 North (SR 99 to I-5), SF 4B: 99 North (SR 99), SF 4C: 99 North (I-5 to SR 99), and SF 4D: 99 North (I-5 to SR 99 to I-5)

In South Federal Way, the station options are located between S 348th and S 356th streets with several options near I-5, along Enchanted Parkway, or on SR 99 near S 348th Street. The station options assume a 500-space park-and-ride.

Near the city limits of Milton and Fife, SR 99 and I-5 make a 90-degree curve to the west and are close together. In this area, the I-5 alternatives and SR 99 alternatives both enter Fife along SR 99. There are five alternatives in Fife that can generally be grouped into three alignment families:

- **12th Street** – The 12th Street alternative includes Fife 1: 12th Street E
- **North of 15th Street** – The North of 15th Street alternatives include Fife 3A: North of 15th Street E and Fife 3B: North of 15th Street E
- **South of 15th Street** – The South of 15th Street alternatives include Fife 4A: South of 15th Street E and Fife 4B: South of 15th Street E

The Fife alternatives are all located to the north of SR 99 to reach a station location near 59th Avenue E and 15th or 12th Streets E. The Fife station options assume a 500-space park-and-ride. The potential alignments then continue toward the Puyallup River either along SR 99/Pacific Highway E or along I-5.

Approaching the crossing of the Puyallup River, the alternatives are located near I-5 and south of Puyallup Avenue. There are six alternatives in East Tacoma (ET) that can generally be categorized into four alignment families:

- **Puyallup Avenue** – The Puyallup Avenue alternative includes ET 1: Puyallup Avenue
- **East 25th Street** – The East 25th Street alternative includes ET 2: E 25th Street
- **East 26th Street** – The East 26th Street alternatives include ET 3A: E 26th Street to E 25th Street, ET 3B: 26th Street East, and ET 6: 26th Street West
- **East 27th Street** – The East 27th Street alternative includes ET 5: E 27th Street

The East Tacoma Station would be located on E 25th, E 26th, E 27th, or Puyallup Avenue about a block east or west of Portland Avenue E.

Potential alternatives would follow E 25th, E 26th, E 27th, or Puyallup Avenue to the Tacoma Dome Station area. There are seven alternatives at the Tacoma Dome (TD) that can generally be categorized into four alignment families:

- **Puyallup Avenue** – The Puyallup Avenue alternative includes TD 1: Puyallup Avenue
- **East 25th Street** – The East 25th Street alternatives include TD 2: 25th Street West and TD 3: 25th Street East
- **East 26th Street** – The East 26th Street alternative includes TD 4 East: E 26th Street In-Street and TD 4 East: E 26th Street Off-Street
- **East 26th Street to East 27th Street** – The East 26th Street to East 27th Street alternatives include TD 4 West: E 26th Street to E 27th Street and TD 4 West: E 27th Street

The Tacoma Dome Station options are in the vicinity of East D, E, or G Streets.

Alternatives No Longer being Considered

The alternatives that the project's Elected Leadership Group recommended removing from consideration due to the alternatives analysis findings and public comments were:

- **I-5 Median Alternatives.** Median alternatives from Federal Way through Fife to Tacoma were removed due to lack of effective access to station locations, lower transit oriented development (TOD) potential, higher potential environmental impacts due to the need for I-5 widenings, higher construction impacts, and higher engineering risks and challenges due to additional structures and bridges needed to cross I-5 and reconfigure existing ramps.
- **I-5 East/South Alternatives.** These alternatives transitioned from the Federal Way Transit Center to cross over I-5 and run on the east and then south sides of the freeway, from Federal Way through Milton and Fife to Tacoma. They were removed due to lower-performing station locations based on multimodal access, ridership, and TOD potential. They also carried higher engineering risks and the challenges of additional structures crossing I-5. They had greater environmental impacts compared to other alternatives, including greater impacts to properties of the Puyallup Tribe in Fife and Tacoma and impacts to residential neighborhoods in the East Tacoma area south of I-5.
- **Puyallup Avenue River Crossing.** A bridge across the Puyallup River adjacent to the Puyallup Avenue Bridge was removed due to impacts to a site of major cultural significance to the Puyallup Tribe adjacent to the Puyallup River.
- **Fife I-5 Alternative (representative project from ST3).** An alternative that paralleled the west side of I-5 in Milton and the north side of I-5 through Fife, including a station adjacent to the freeway near 54th Avenue E, was removed due to conflicts with the planned State Route 167 (SR 167) interchange, impacts on major properties of the Puyallup Tribe, and lower scores for land use, mobility, access, congestion, and TOD.

Other Sound Transit Light Rail Projects in the Area

The north end of the TDLE connects to the Federal Way Link Extension, a 7.8-mile light rail route from the Angle Lake Station in SeaTac to the Federal Way Transit Center, scheduled to open in 2024.

The ST3 Plan also includes the Operations and Maintenance Facility South (OMF South) in the south corridor (south King and Pierce counties). The OMF South supports overall system expansion by providing additional capacity to store, clean, service, and maintain light rail vehicles. Potential sites for this independent project are being evaluated in a separate SEPA EIS. Additional information for the OMF South project can be found on the Sound Transit website at: www.soundtransit.org/omfs.

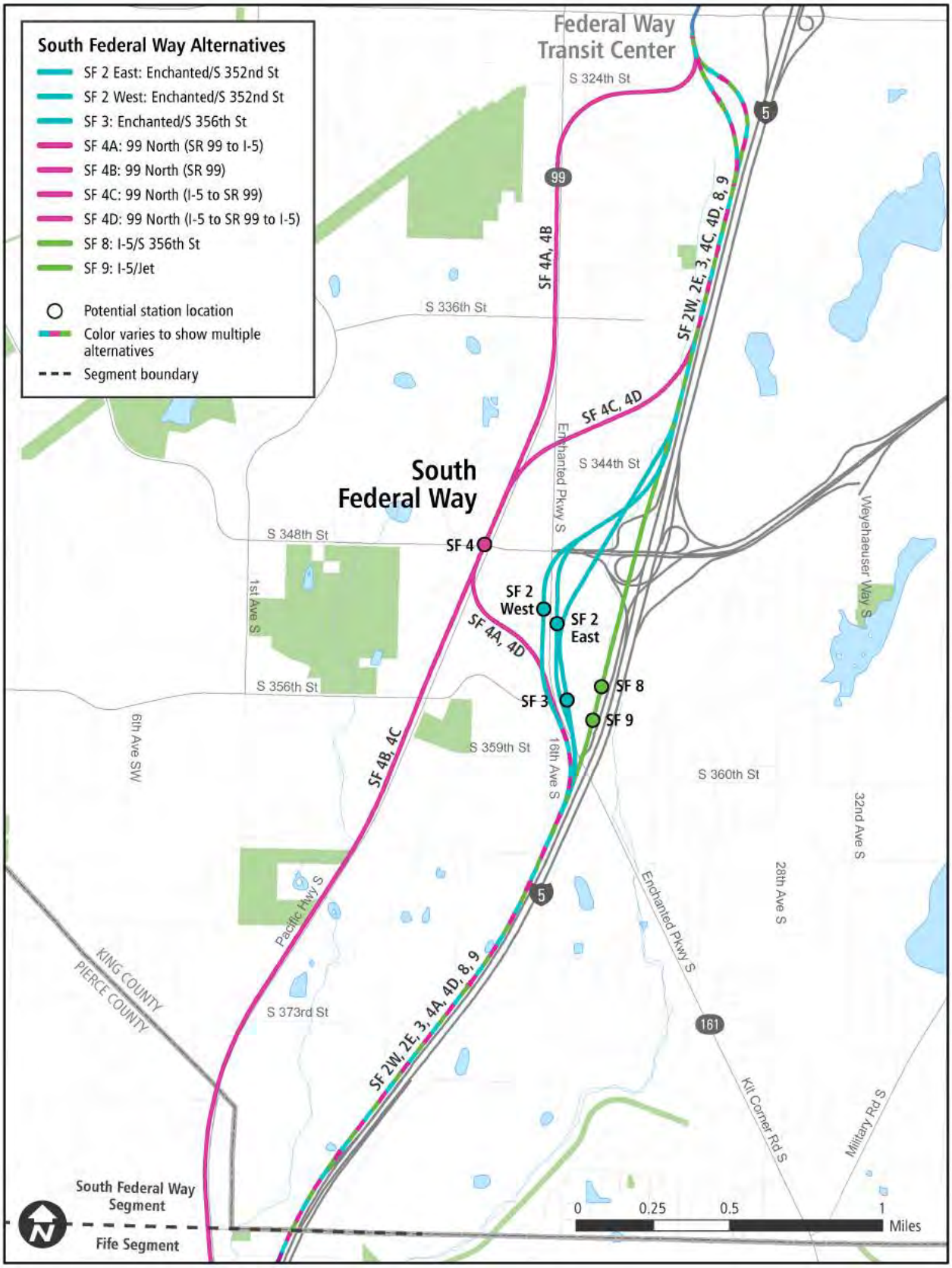


Exhibit 4 Potential Alternatives being Considered in South Federal Way

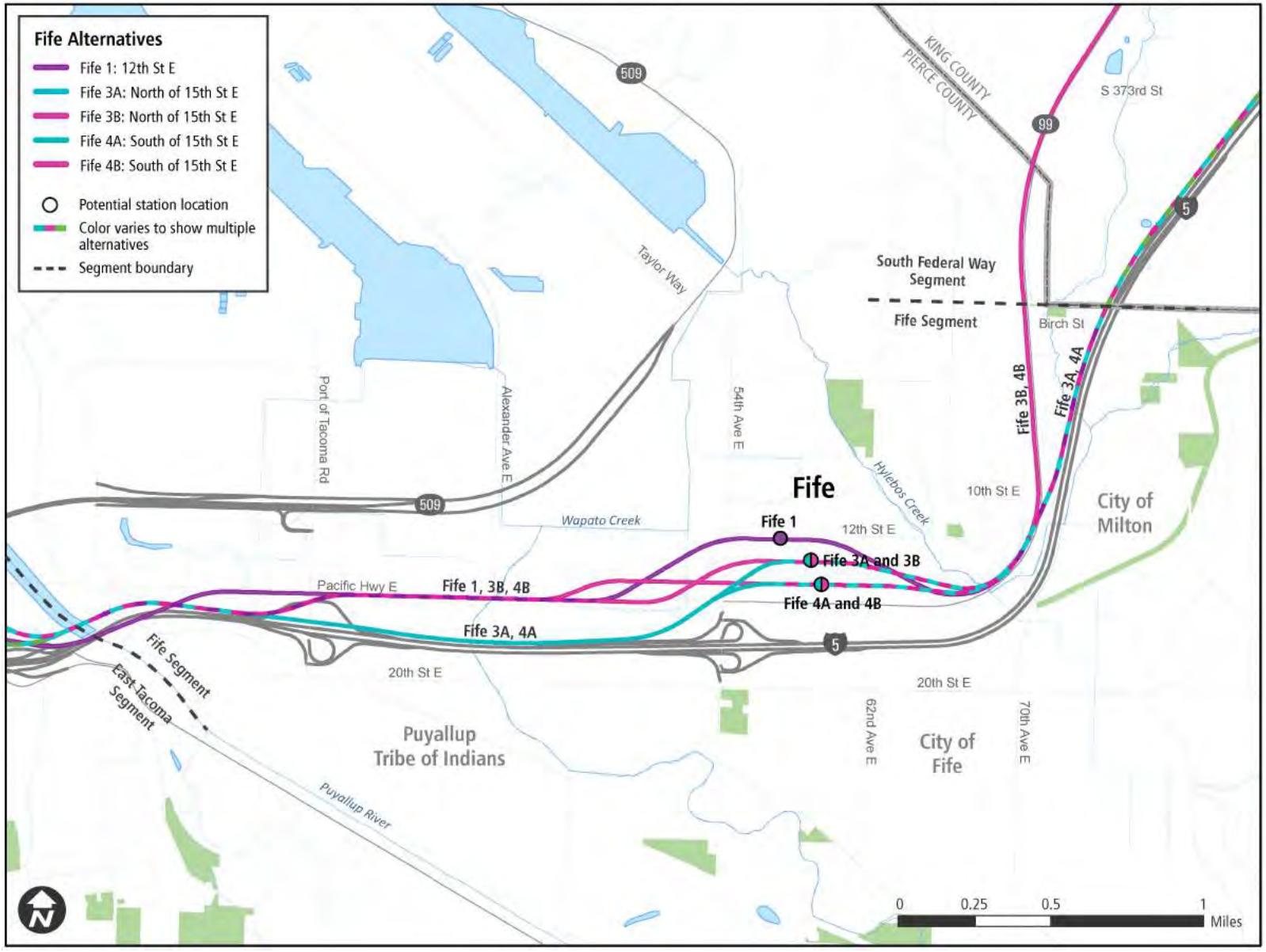


Exhibit 5 Potential Alternatives being Considered in Fife

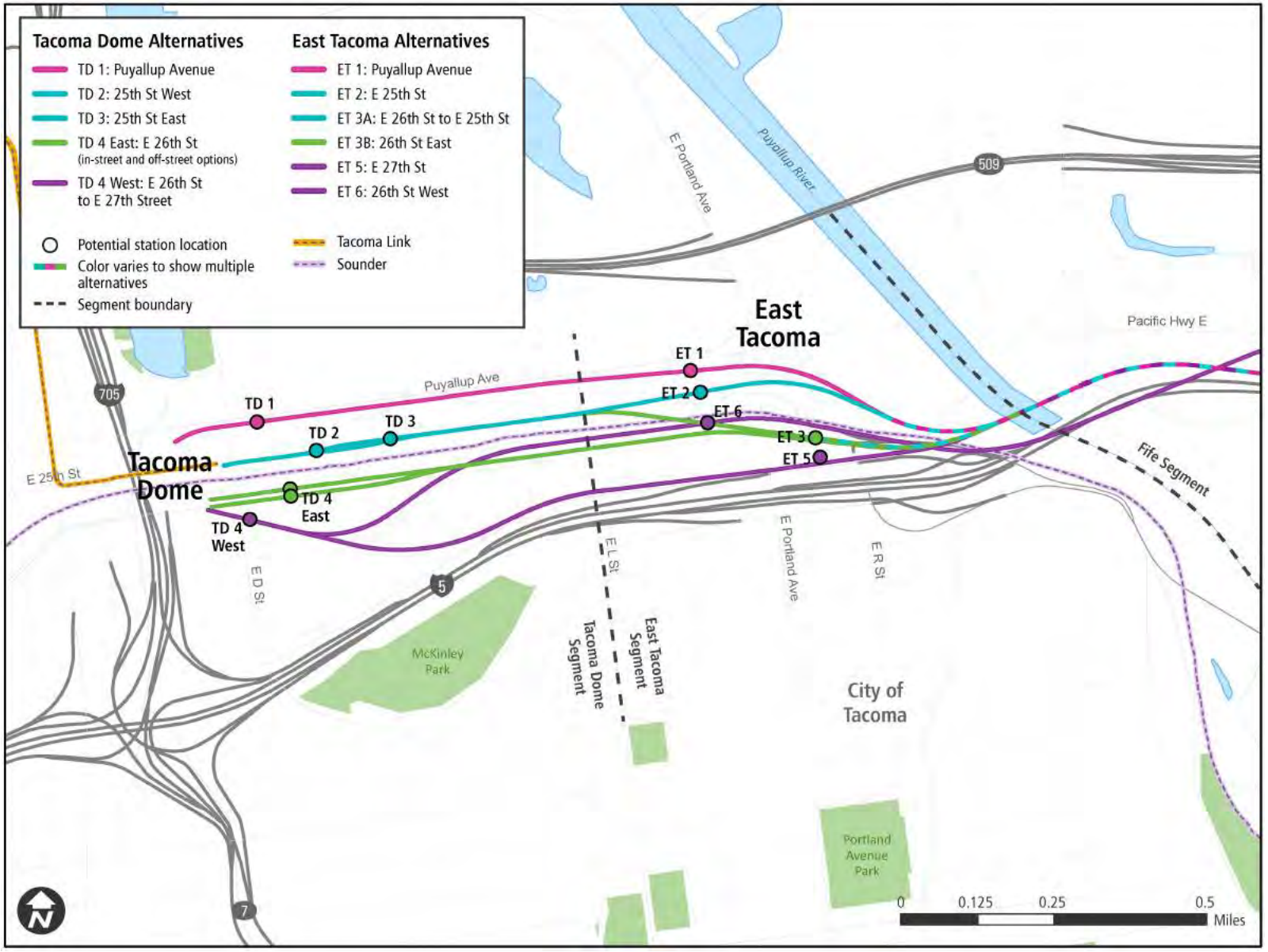


Exhibit 6 Potential Alternatives being Considered in the East Tacoma and Tacoma Dome Segments

6 TOPICS TO BE ADDRESSED IN THE EIS

The project will follow federal and state regulations and guidance to identify and address the potential for significant environmental impacts caused by the construction or operation of the TDLE project alternatives. Public comments during the scoping process help the project team to define the scope of analysis and identify potential significant impacts to be avoided, minimized, or mitigated. The following environmental elements are anticipated to be studied in the EIS:

- Transportation
  - Regional travel
  - Transit
  - Local travel—traffic, access and circulation, safety, bicycling, walking, and parking
  - Freight movement
- Land Use
- Economics
- Acquisitions and Displacements
- Historic, Cultural, and Archaeological Resources—including Section 106 of the National Historic Preservation Act and tribal resources and ownership
- Ecosystems
- Water Resources—including floodplains and crossing the Puyallup River
- Parks and Recreation
- Noise and Vibration
- Community Impacts
- Public Services and Utilities—including the Bonneville Power Administration (BPA) Transmission Line
- Visual Resources
- Geology and Soils
- Hazardous Materials
- Air Quality—including greenhouse gas emissions
- Energy
- Electromagnetic Fields
- Construction Impacts
- Cumulative Effects—including climate change and environmental sustainability, as well as the effects of other projects such as the OMF South
- Environmental Justice
- Section 4(f)—a U.S. Department of Transportation regulation protecting parks, recreational areas, wildlife and waterfowl refuges, or historic resources

7 NEXT STEPS

Following scoping, Sound Transit will develop and release a Scoping Summary Report. The report will summarize the comments Sound Transit received about the project's Draft Purpose and Need, the range of alternatives, and environmental issues.

Identifying the Preferred Alternative and other EIS Alternatives

Following scoping, FTA and Sound Transit will review public comments and other planning information developed to date and determine the range of alternatives to study in a Draft EIS. The Board may identify a Preferred Alternative at that time. The Board meetings allow public comment, and Sound Transit provides meeting agendas and related materials prior to each Board meeting. This would include any briefings or motions involving the TDLE project.

Project Timeline and Process

Once the Board identifies the alternatives to be evaluated, the next steps in the process include:

- **Preparing and issuing a Draft EIS**—Work on the Draft EIS is anticipated to start in summer 2019. Sound Transit will evaluate the Preferred Alternative and other alternatives in the Draft EIS. FTA and Sound Transit will publish the Draft EIS with a public review and comment period of at least 45 days, including public meetings and a public hearing.
- **Preparing a Final EIS**—FTA and Sound Transit will consider comments and the Draft EIS findings. The Board will confirm or modify the Preferred Alternative following the evaluation of public comments on the Draft EIS and develop a Final EIS. The Final EIS will update the environmental information for the Preferred Alternative and other alternatives; respond to public, agency, and tribal comments on the Draft EIS; and further define measures to avoid, minimize, or mitigate potential project impacts.
- **Obtaining environmental approvals and commencing final design, construction, and operation**—After the Final EIS is published, the Board will select the project to be built. FTA will then issue a federal Record of Decision (ROD) that describes the environmental findings and mitigation commitments. Following these actions, the project will advance into final design, permitting, construction, and operation.

Exhibit 7 shows the general project timeline.

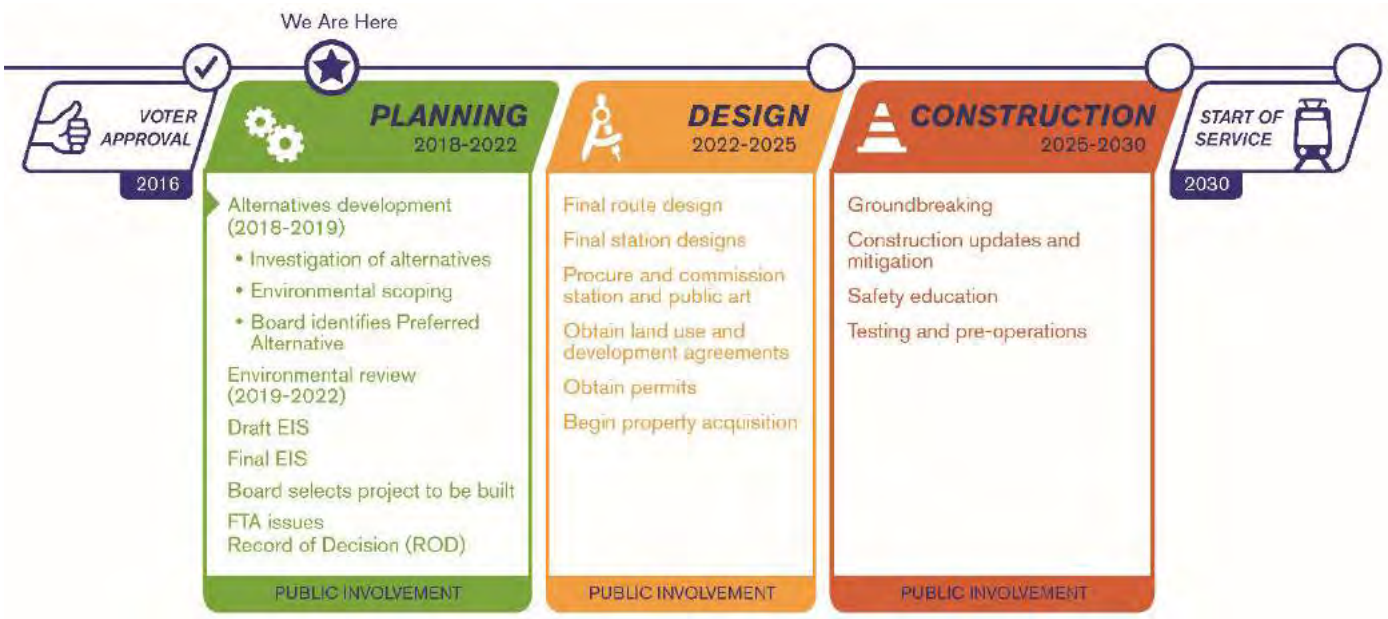


Exhibit 7 Project Timeline

Public, Agency, and Tribal Involvement

FTA and Sound Transit are inviting all interested parties to be involved in decisions about this project. To learn more or to get involved, interested parties can attend a scoping meeting, visit the online open house, or submit written comments according to the procedures outlined in Section 2 of this report.

FTA and Sound Transit have prepared a Coordination Plan describing how agencies, tribes, and the public will be involved throughout the EIS process. The plan is available on the Sound Transit website at: www.soundtransit.org/tdlink. Meetings to coordinate and receive input from the Elected Leadership Group, Stakeholders Group, and Interagency Group are anticipated to continue throughout the project.

After scoping, Sound Transit will continue to provide opportunities for public involvement. Sound Transit will hold public meetings and hearings on the Draft EIS during its public comment period. In addition to the items listed in the project timeline, ongoing meetings will be held with the public, tribes, business and community groups, and government agencies. The project website will include the latest project information. Project information will also be periodically sent via email to individuals on the project's email list.

Elected Leadership Group recommendations on alternatives, along with comments received during the scoping period, will be presented to the Board prior to the Board identifying a Preferred Alternative and other alternatives to study in the Draft EIS.

8 SUPPORTING DOCUMENTATION AND REFERENCES

PSRC (Puget Sound Regional Council). 2009. VISION 2040. December 2009.

PSRC (Puget Sound Regional Council). 2018. The Regional Transportation Plan—2018, Appendix G Regional Capacity Projects List. Project ID 5685. Available at: https://www.psrc.org/sites/default/files/rtp-appendixg-regionalcapacityprojectlist.pdf. October 2018.

Sound Transit. 1996. Sound Move—The Ten-Year Regional Transit System Plan. Adopted May 31, 1996.

Sound Transit. 2005. Regional Transit Long-Range Plan. Adopted July 7, 2005.

Sound Transit. 2008. Sound Transit 2: A Mass Transit Guide—The Regional Transit System Plan for Central Puget Sound. July 2008.

Sound Transit. 2014a. Regional Transit Long-Range Plan. Adopted December 18, 2014.

Sound Transit. 2014b. Federal Way to Tacoma HCT Corridor Study. Prepared by Parametrix. July 2014.

Sound Transit. 2016. Sound Transit 3, The Regional Transit System Plan for the Central Puget Sound Region. June 2016.

Sound Transit. 2018. Early Scoping Summary Report. Available at: www.soundtransit.org/system-expansion/tacoma-dome-link-extension. Prepared by Parametrix. June 2018.

Sound Transit. 2019a. Pre-Screening and Level 1 Alternatives Report. Available at: www.soundtransit.org/system-expansion/tacoma-dome-link-extension. Prepared by Parametrix. March 2019.

Sound Transit. 2019b. Level 2 Alternatives Evaluation Report. Available at: www.soundtransit.org/system-expansion/tacoma-dome-link-extension. Prepared by Parametrix. March 2019.

soundtransit.org/tdlink

tdlink@soundtransit.org
206-903-7118

SOUNDTRANSIT

Sound Transit plans, builds, and operates regional transit systems and services to improve mobility for Central Puget Sound.
401 S. Jackson St. | Seattle, WA 98104-2826 | 1-800-201-4900 / TTY Relay: 711 | accesibility@soundtransit.org | soundtransit.org

APPENDIX C

Meeting Advertisements

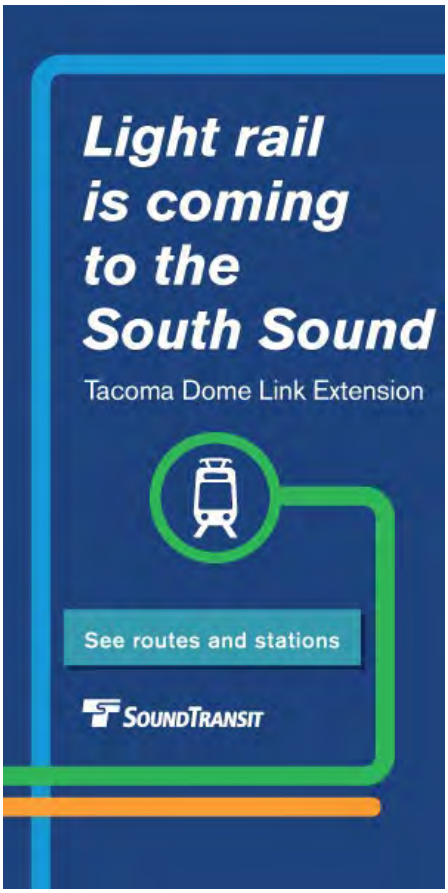
Appendix C. Meeting Advertisements

Meeting advertisements placed in the following publications:

- El Siete Dias
- Federal Way Mirror
- International Examiner
- Korea Daily
- Korean Times Seattle
- Northwest Military
- Northwest Vietnamese News
- The Seattle Times
- South Sound Biz
- Tacoma News Tribune
- Tacoma Weekly
- Tu Decides
- Weekly Volcano

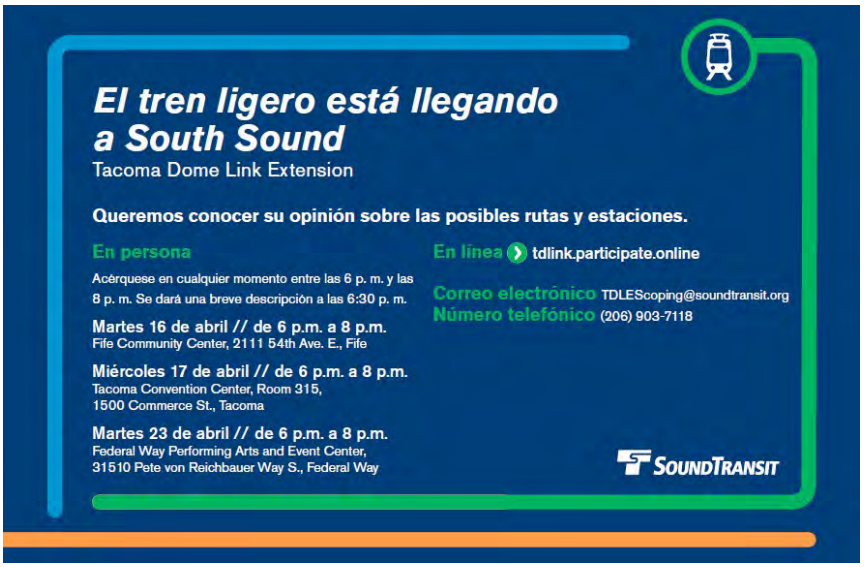
The images on the following pages show the online and print advertisements that ran during the scoping comment period.

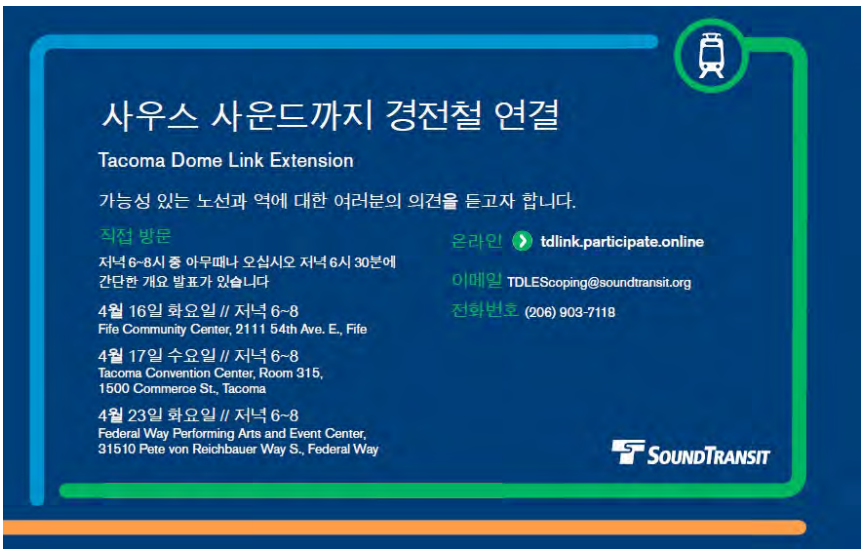
Advertisements were published in English in the Federal Way Mirror, International Examiner, Northwest Military, The Seattle Times, South Sound Biz, Tacoma News Tribune, Tacoma Weekly, and Weekly Volcano.



Light rail is coming to the South Sound
Tacoma Dome Link Extension
We want to hear from you on potential routes and stations.
Online tdlink.participate.online
In-person
Come any time between 6-8 p.m. A short overview presentation will be offered at 6:30 p.m.
Tuesday, April 16 // 6-8 p.m.
Fife Community Center, 2111 54th Ave. E., Fife
Wednesday, April 17 // 6-8 p.m.
Tacoma Convention Center, Room 315, 1500 Commerce St., Tacoma
Tuesday, April 23 // 6-8 p.m.
Federal Way Performing Arts and Event Center
31510 Pete von Reichbauer Way S., Federal Way
Email
TDLEScoping@soundtransit.org
Phone
(206) 903-7118
SOUNDTRANSIT

Advertisements were published in Spanish in El Siete Dias and Tu Decides, in Korean in Korea Daily and the Korean Times Seattle, and in Vietnamese in Northwest Vietnamese News.


El tren ligero está llegando a South Sound
Tacoma Dome Link Extension
Queremos conocer su opinión sobre las posibles rutas y estaciones.
En persona
Acérquese en cualquier momento entre las 6 p. m. y las 8 p. m. Se dará una breve descripción a las 6:30 p. m.
Martes 16 de abril // de 6 p.m. a 8 p.m.
Fife Community Center, 2111 54th Ave. E., Fife
Miércoles 17 de abril // de 6 p.m. a 8 p.m.
Tacoma Convention Center, Room 315, 1500 Commerce St., Tacoma
Martes 23 de abril // de 6 p.m. a 8 p.m.
Federal Way Performing Arts and Event Center, 31510 Pete von Reichbauer Way S., Federal Way
En línea tdlink.participate.online
Correo electrónico TDLEScoping@soundtransit.org
Número telefónico (206) 903-7118
SOUNDTRANSIT


사우스 사운드까지 경전철 연결
Tacoma Dome Link Extension
가능성 있는 노선과 역에 대한 여러분의 의견을 듣고자 합니다.
직접 방문
저녁 6~8시 중 아무때나 오십시오 저녁 6시 30분에 간단한 개요 발표가 있습니다
4월 16일 화요일 // 저녁 6~8
Fife Community Center, 2111 54th Ave. E., Fife
4월 17일 수요일 // 저녁 6~8
Tacoma Convention Center, Room 315, 1500 Commerce St., Tacoma
4월 23일 화요일 // 저녁 6~8
Federal Way Performing Arts and Event Center, 31510 Pete von Reichbauer Way S., Federal Way
온라인 tdlink.participate.online
이메일 TDLEScoping@soundtransit.org
전화번호 (206) 903-7118
SOUNDTRANSIT

APPENDIX D

Scoping Comments from Tribes and Agencies

Appendix D. Scoping Comments from Tribes and Agencies

Scoping comment letters were received from one tribal government, one federal agency, four state agencies, and eight regional or local agencies. Letters are included in this appendix in the following order:

Tribes

- Puyallup Tribe of Indians

Federal Agencies

- U.S. Environmental Protection Agency

State Agencies

- Washington State Department of Archaeology and Historic Preservation
- Washington State Department of Ecology
- Washington State Department of Natural Resources
- Washington State Department of Transportation

Regional and Local Agencies

- Port of Tacoma and Northwest Seaport Alliance
- Puget Sound Regional Council
- King County, Metro Transit Division
- Pierce Transit
- City of Federal Way, Directors of Public Works and Community Development
- City of Fife, City Council and Mayor
- City of Fife, Directors of Public Works and Community Development
- City of Tacoma, City Manager

Puyallup Tribe of Indians

May 1st, 2019

Honorable John Marchione
Sound Transit Board Chair
401 South Jackson Street
Seattle, WA 98104

Dear Chair Marchione,

The Puyallup Tribe of Indians would like to offer its esteemed gratitude to Mayor Woodards, Executive Dammeier, and Sound Transit CEO Rogoff for participating in our recent government to government consultation last February over the Tacoma Dome Link Extension Project. We recognize the importance of continuing to engage in meaningful dialogue to ensure the project addresses concerns of the Puyallup Tribe and that project delivery meets expectations.

Our comments submitted today are for the Scoping Period Analysis and characterize the Tribe's positions on several of the station locations, crossings, and alignment configurations filtered out of the Level 2 Analysis. The Tribe will continue to work with you and your staff to identify a preferred alignment that works congruous with our developments on the Puyallup Reservation.

South Federal Way Station Alignment

There are two primary alignments toward the City of Fife from the South Federal Way Station. One alignment along I-5 and the other along SR 99. We believe an SR 99 alignment would pose a multitude of tribal trust property impacts to our members. We believe that there are fewer impacts to tribal property along I-5 and thus prefer this alternative. While there are potential cultural resource impacts along this corridor near the St. George property, we believe these impacts can be properly addressed by working with our Historic Preservation Department. By working together, we believe these impacts can be minimized or outright avoided. It is the Tribe's understanding that both alignments are likely to be studied as part of the EIS and welcome the opportunity to provide input and data in identifying challenges with both alignments.

Additionally, the Tribe looks forward to studying the interchange between the SR 167 project and the Tacoma Dome Link Extension where both projects bifurcate Hylebos Creek. It is vital this area is properly studied since all prospective alignments thread in the same location. It is important for Sound Transit and WSDOT to work collaboratively with the Tribe to ensure that efforts to enhance the Hylebos are not conflicted by the two projects.

3009 East Portland Avenue, Tacoma, WA. 98404 Ph: (253) 680-5774 Fax: (253) 680-5771

Fife Station & Alignment

The City of Fife and the Tribe have been actively collaborating on a station location. The Tribe supports Fife-3A and Fife-3B in order to capture potential riders going to and from existing Tribal enterprises in this area and to recognize the City of Fife's plans to catalyze the area as part of their City Center Plan. We believe Fife-4 may impose traffic circulation issues along SR 99 and Fife-1 is too far away to maximize ridership of existing and potential development in the area.

Regarding alignment out of the station locations, the Tribe supports the continued study of alignments along the south side of SR 99 and along the North I-5 right of way. We are opposed to a north SR 99 alignment between 46th Ave E to Alexander Ave as this path would significantly impact Tribal facilities, businesses, residences, and trust lands. Additionally, we recognize both a SR 99 and I-5 alignment will impact the Puyallup Tribe Integrative Medicine Building property and Sound Transit will likely need an easement from the Tribe.

Puyallup River Crossing

Tribal Council is pleased that Sound Transit is exploring multiple options to span the Puyallup River, including the option of a clear span. The Puyallup River is a significant historical, cultural, and economic resource to the Puyallup Tribe. If an in-river piling option were to be pursued, strong mitigation measures to prevent impacts to the Tribal Fishery must be explored and part of the EIS process. We look forward to studying the differences between the impacts associated with the varying options of spanning the river. Additionally, we are pleased that the pre-scoping process has eliminated alignments that would impact the Tribe's Ceremonial Grounds on the western bank of the river.

East Tacoma Station & Alignment

Regarding the East Tacoma Station locations, the Tribe is supportive of ET-3a/ET-3b with ET-6 being an important alternative to study in the EIS. ET-1 and ET-2 are not supportive of ridership and connectivity to East Tacoma. ET-5 would have individual member trust land impacts. In any station design the Tribe is concerned with traffic circulation in and out of this station. Consideration of existing road conditions and street realignment should be an essential part of this station's study to maximize ridership and reduce congestion on Portland Avenue.

Additionally, we are interested in future consideration for Sound Transit parking facilities for the station in this area. The Tribe will have to carefully evaluate usage of the Tribe's parking facilities in conjunction with these stations so that system demand is not impacting Tribal enterprises.

Tacoma Dome Station

In this station area the Tribe prefers alternatives TD-2 and TD-3 for continued study. We believe these stations are the strongest suited for supporting ridership and connecting riders to other transit connections.

In our review of the remaining stations, TD-4 East Off-Street is the most impactful to our off-reservation trust lands and this station should be removed from further study. We also find TD-4 East In-Street to be undesirable in its current location. However, we believe the station warrants further study in a nearby location that doesn't directly impact the frontage of the Tribe's property. TD-4 West & TD-1 we believe are poor location choices due to congestion impacts on East D Street and connecting other transit options.

Finally, there has been some recent discussion of the possibility of undergrounding a station within the Tacoma Dome station location area. The Puyallup Tribe is deeply concerned with tunneling in the Tacoma Dome station because of the high probability of cultural and human remains in the area. As the high ground near the original mouth of the Puyallup River, the Tribe knows this area to be a large traditional village site. In 2015, as part of the Tacoma Trestle Project, Sound Transit unearthed a cultural finding within this area. We continue to work with Sound Transit in mitigating the impacts of cultural and historic resources of the Tacoma Trestle project to this day. An above ground station will have challenges mitigating for cultural and historic resources. An underground station would expose the project to potential catastrophic risks that could end up being immitigable and prevent the completion of the project. If this proposal continues forward in the EIS, the Tribe will actively work with Sound Transit's Cultural Resource Consultant to properly characterize the impact of a below grade station.

We thank Sound Transit for this opportunity to provide comment for the Scoping Period Analysis. The Puyallup Tribe is excited at the opportunities regional light rail will provide to our membership. We look forward to continuing to work with you and your staff on making sure this project is successful.

Sincerely,

Bill Sterud

Bill Sterud, Chairman
Puyallup Tribal Council

3009 East Portland Avenue, Tacoma, WA. 98404 Ph: (253) 680-5774 Fax: (253) 680-5771

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue, Suite 155
Seattle, WA 98101-3123

APR 30 2019

REGIONAL
ADMINISTRATOR'S
DIVISON

Mr. Mark Assam
Federal Transit Administration, Region 10
915 Second Avenue, Suite 3142
Seattle, Washington 98174

Ms. Elma Borbe, Senior Environmental Planner
Sound Transit
401 S. Jackson Street
Seattle, Washington 98104-2826

Dear Mr. Assam and Ms. Borbe:

The U.S. Environmental Protection Agency has reviewed the Federal Transit Administration's March 26, 2019 Notice of Intent initiating the scoping process for the FTA and Sound Transit Tacoma Dome Link Extension (TDLE), a light rail transit extension project (EPA Region 10 project number 18-0020-FTA). The EPA comments are provided pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR S. 1500-1508) and Section 309 of the Clean Air Act.

The Tacoma Dome Link Extension is part of the voter-approved regional transit system plan, Sound Transit 3. The project purpose is to expand the Link light rail system from the Federal Way Transit Center in Federal Way, King County, to the Tacoma Dome Station in Tacoma, Pierce County, Washington; to make appropriate community investments to improve mobility; and to increase capacity and connectivity for regional connections. The project corridor is approximately 10 miles long, with four proposed stations (South Federal Way, Fife, East Tacoma, and Tacoma Dome) and two park-and-ride facilities (South Federal Way and Fife). The project would also cross Reservation lands of the Puyallup Tribe of Indians, and all alternatives would cross the Puyallup River on a new bridge to the north of I-5. The build alternatives being evaluated follow the I-5 corridor, the SR 99 corridor, or a combination of the two corridors. Build alternatives would also include access features such as transit-related roadway, bicycle, and pedestrian improvements around station areas.

FTA and Sound Transit identify the following subjects[1] as likely areas of investigation for possible adverse effects:

- Transportation, including navigable waterways, regional travel, transit, local travel (traffic, access and circulation, safety, bicycling, walking, and parking), and freight movement;
- Land use and consistency with applicable plans;
- Property acquisitions and displacements;
- Social and economic impacts;
- Park and recreation resources;
- Historic, cultural, and archaeological resources – including Section 106 of the National Historic Preservation Act and Tribal resources and ownership;
- Environmental justice;

[1] These subjects were identified either in the Federal Register NOI or on the project website.

- Environmental justice;
- Electromagnetic fields;
- Public services and utilities – including the Bonneville Power Administration;
- Geology and soils;
- Hazardous materials;
- Water resources – including floodplains and crossing the Puyallup River;
- Visual resources and aesthetic qualities;
- Air quality – including greenhouse gas emissions;
- Noise and vibration;
- Energy use;
- Safety and security;
- Community impacts -- facilities and neighborhoods;
- Ecosystems, including threatened and endangered species and potential marine mammals;
- Section 4(f) and Section 6(f) resources;
- Short-term construction impacts and long-term operations;
- Indirect and cumulative impacts – including climate change and environmental sustainability, as well as the effects of other projects such as the Operations and Maintenance Facility South; and
- Proposed measures to avoid, minimize, or mitigate significant adverse impacts.

We agree that these issues should be addressed in the NEPA analysis. For your consideration, we offer the enclosed detailed scoping comments to provide more information regarding the above topics, and we recommend a few additional subjects for evaluation. We also include information to assist interagency coordination with respect to contaminated sites that may occur within the project area and that could potentially be affected by the proposed light rail project. In addition to these scoping comments, for reference, we also enclose our letter of May 2, 2018, which responds to the request from FTA and Sound Transit for Early Scoping comments on the Tacoma Dome Link Extension. Our Early Scoping letter provides additional recommendations regarding vulnerable and disadvantaged populations, consultation with affected tribes, and subjects for analysis in the EIS.

We appreciate the opportunity to offer comment at the scoping stage for the Tacoma Dome Link Extension. If you have questions or need further assistance, please contact me at (206) 553-2966 or at somers.elaine@epa.gov.

Sincerely,

Elaine L. Somers
Environmental Review and Sediment Management Unit

Enclosures

U.S. EPA detailed scoping comments for the Tacoma Dome Link Extension
U.S. EPA Early Scoping letter for Tacoma Dome Link Extension, May 2, 2018
Commencement Bay Nearshore/Tideflats CERCLA site location and map

U.S. Environmental Protection Agency
Detailed Scoping Comments for the
Tacoma Dome Link Extension

Range of alternatives
We recommend that the EIS include a reasonable range of alternatives that meet the stated purpose and need, goals and objectives, and that respond to issues identified during the scoping process. The alternatives analysis would then compare alternatives with respect to how well they respond to the stated purpose and need, goals and objectives, and scoping issues. The Council on Environmental Quality (CEQ) recommends that all reasonable alternatives be considered, even if some of them could be outside the capability of the applicant or the jurisdiction of the agency preparing the EIS. Consistent with the purpose of the NEPA,[2] the EPA encourages selection of alternatives that protect, restore, and enhance the environment. We support lead agencies' efforts to identify and select alternatives that maximize environmental benefits and that avoid and minimize impacts and mitigate any remaining unavoidable environmental impacts.

Scope of effects analysis
The NEPA calls for analysis of effects in a broad sense, addressing important issues that arise during scoping. Impacts from a project may be both beneficial and adverse. A significant effect may exist even if the Federal agency believes that on balance the effect would be beneficial. There can be situations when adverse impacts occur even though regulations are met. For example, several air toxics are not regulated but are known to create a health risk. The environmental analysis would need to evaluate and disclose the impacts from all emissions regardless of whether there is a regulation that manages those emissions. Therefore, it is important to consider impacts that may not be managed through existing regulations. "Whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment" is but one of ten factors that should be considered in evaluating severity of impact (See 40 CFR 1508.27(b) for more information).

Hazardous materials, contaminated sites
Commencement Bay Superfund site: As proposed on the project website, it appears the Tacoma Dome Link Extension alternatives do not overlap with the defined area of the Commencement Bay Nearshore/Tideflats Superfund site or its associated problem areas (please reference the enclosed Commencement Bay Nearshore/Tideflats Superfund site map, area definition and associated problem areas where active remediation has occurred). However, the question of overlap with sites that have undergone active remediation or overlap with habitat mitigation sites associated with active remediation should be specifically assessed and addressed in the EIS. Should there be overlap with cleanup areas, existing sediment remediation activities should be identified and protected, especially any caps placed to isolate contamination in-situ. In addition, construction BMPs to protect water and sediment quality and associated resources, should be identified for any alternatives. Questions related to the Commencement Bay Superfund site should be directed to EPA Region 10 Remedial Project Manager, Kristine Koch, at Koch.kristine@epa.gov or (206) 553-6705.

Tacoma Tarpits Superfund site: Based on the project website map, the northern most Tacoma Dome Link Extension route alternative that parallels Puyallup Avenue is located close to the former Tacoma Tarpits Superfund site. The alignment alternative appears to be just south of the site's southern border.

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[2] 40 CFR 1500.1

We recommend that a definitive determination be made regarding any potential impacts to the site. It does not appear from the website map that other current or historic CERCLA sites would be affected by the Tacoma Dome Link Extension route alternatives.

For questions regarding CERCLA Superfund sites between Seattle and Tacoma near Sound Transit routes, contact Shawn Blocker, Unit 3 Superfund Manager: (206) 553-4166 or blocker.shawn@epa.gov.

For questions regarding Washington State Model Toxics Control Act sites, please contact Rebecca Lawson at the Washington State Department of Ecology: 360-407-6241 or Rebecca.lawson@ecy.wa.gov.

Aquatic resources

The NEPA analysis should address all potentially affected aquatic resources, including surface water and ground water, water quality and quantity, hydrology, and sensitive aquatic areas, such as wetlands, streams, floodplains, shorelines, riparian areas, ground water recharge areas, hyporheic zones, drinking water sources and supplies.

We recommend that the NEPA document describe aquatic habitats in terms of habitat type, plant and animal species, functional values, and integrity. Evaluate impacts in terms of the aerial (acreage) or linear extent to be impacted and by the functions they perform. The effects assessment should address changes in the extent of impervious surface, stormwater runoff (including any leaching of chemical substances from the guideway rails/elevated structure or light rail trains into waterbodies), treatment and management, including use of Low Impact Development strategies, effects to waters listed as impaired under Clean Water Act Section 303(d), and compliance with other Clean Water Act requirements and implementing regulations, such as those for Total Maximum Daily Loads, and anti-degradation. For construction activities that would disturb more than one acre of land (40 CFR 122.26(b)), a National Pollutant Discharge Elimination System stormwater discharge permit is required.

Project proponents should plan, design, construct and maintain the project to avoid or have minimal long-term water quality and aquatic resources impacts. For any impacts that cannot be avoided through siting and design, the NEPA document should include protection measures and describe the types, location, and estimated effectiveness of best management practices applied to minimize and mitigate impacts to aquatic resources.

The proposed activities may require a Clean Water Act Section 404 permit from the Army Corps of Engineers. For wetlands and other special aquatic sites, the Section 404(b)(1) Guidelines, found at 40 CFR 230, establish a presumption that upland alternatives are available for non-water dependent activities. The 404(b)(1) Guidelines require that impacts to aquatic resources be (1) avoided, (2) minimized, and (3) mitigated, in that sequence. The NEPA document should discuss in detail how planning efforts (and alternative selection) conform to Section 404(b)(1) Guidelines sequencing and criteria. In other words, the project proponent must show that they have avoided impacts to wetlands and other special aquatic sites to the maximum extent practicable. The NEPA document should discuss alternatives that would avoid wetlands and aquatic resource impacts from fill placement, water impoundment, construction, and other activities before proceeding to minimization and other mitigation measures.

We recommend that the project plan and design avoid and minimize encroachment upon, or disturbance to, natural stream hydrology, stream migration zones, stream banks and channels, riparian areas,

wetlands, and floodplains. It is important to maintain and preserve natural stream geomorphology and hydrology and restore and preserve the natural and beneficial effects of riparian areas and floodplains.

For Clean Water Act Section 303(d) listed water bodies in the project area, the NEPA document should also disclose information regarding Total Maximum Daily Loads, the water bodies to which they apply, and pollutants of concern. The proposed project should not further degrade 303(d) listed waters and should be consistent with Total Maximum Daily Loads to restore beneficial use support for impaired waters. If additional pollutant loading is predicted to occur to a 303(d) listed stream due to the proposed project, the project should include measures to control existing sources of pollution to offset pollutant additions, such as from road or station construction, so that no deterioration of water quality occurs.

Air toxics, construction emissions mitigation

The EIS should disclose whether air toxics emissions would result from project construction and operations, discuss the cancer and non-cancer health effects associated with air toxics and diesel particulate matter, and identify sensitive receptor populations and individuals who are likely to be exposed to these emissions.

Air toxics and diesel emissions, which are emitted from mobile sources, construction vehicles and equipment, are known or suspected to cause cancer or other serious health effects, such as respiratory, neurological, reproductive, and developmental effects. The proposed project should include measures to substantially reduce emissions of and exposure to these air pollutants for construction workers and nearby residents and businesses. We recommend including and committing to implement a full suite of construction mitigation measures, such as those from the Clean Construction USA Web site at https://www.epa.gov/cleandiesel/construction-and-agriculture#construction. Measures such as diesel engine retrofit technology in off-road equipment would greatly help to reduce air toxics and diesel particulate emissions. Such technology may include diesel oxidation catalyst/diesel particulate filters, engine upgrades, engine replacements, newer model year equipment, use of biodiesel, or combinations of these strategies.

In addition, we encourage use of the highest-tiered equipment available during project construction (the higher the tier, the lower the emissions). Use of Tier 4 equipment (or Tier 3 where Tier 4 equipment is not available) coupled with an anti-idling program, can help to reduce combustion emissions during construction. For more information about air toxics, please contact Karl Pepple, EPA Air Program, at (206) 553-1778.

As the project moves forward, we recommend that FTA and Sound Transit hold community meetings to address the concerns of all affected neighborhoods regarding emissions and other project construction, operation and maintenance impacts, and that their concerns be addressed in the NEPA analysis.

Recommendations for route selection and project design

Protect and enhance natural areas and corridors. Although it is densely urbanized, the project area may include various parks, green spaces, greenbelt corridors, and habitat restoration projects. These are important open space and recreational features that provide ecological benefits and contribute to human health and wellbeing. We recommend that such features be identified, that FTA and Sound Transit avoid and minimize impacts to them, and that they be enhanced and connected wherever practicable. We also suggest contacting and coordinating with the Puyallup Tribe, local interest groups,[3] and neighborhoods, as there may be opportunities to protect, restore, or enhance the continuity of corridors and other upland

[3] For example, the Pierce County Biodiversity Alliance, Tahoma Audubon, Friends of the Hylebos, and more.

and aquatic areas. Information regarding existing corridors, gaps that could be restored, and how the Build Alternative options would potentially affect those areas, would be helpful to inform the analysis of routing options, project design, and mitigation opportunities.

Maximize the use of existing infrastructure. We recommend maximizing the use of existing transportation corridors and rights-of-way to the extent practicable, retrofitting them as needed to make them serviceable and more environmentally functional, and minimizing the creation of new corridors that may infringe upon remaining open space. Where property acquisition and project design could potentially create new open space to improve community cohesion, livability, and aesthetics, we encourage that this be done in collaboration with community members.

Consider redevelopment. Transportation can help to make cities vibrant and attractive. Where it may be necessary to create new corridors, we recommend first consider redevelopment of underused urban areas, such as, oversized paved areas/parking lots and vacant properties, and make it a priority to use brownfield sites. The clean-up and re-use of contaminated sites would maximize the environmental and community benefits of the project, while preventing loss of community assets.

Apply context sensitive design.[4] We recommend incorporating structural design, materials, and artwork in station areas and access corridors that are in harmony with the community and preserve the environmental, scenic, aesthetic, historic, and natural resource values of the area. We also recommend optimizing facility safety and communications for both the user and the community, including vulnerable members (elderly, disabled, children, and those of limited English proficiency).

Apply zero or low impact development (ZID/LID). We recommend avoiding and minimizing creation of new pollution generating impervious surface. Use pervious pavement and other LID techniques for managing storm water and avoid building over ground water recharge areas. Consider de-paving areas as compensatory mitigation for any new impervious surface needed for the project to achieve no net increase in pollution generating impervious surface.

Apply green building and management practices. We recommend following the federal "green" requirements and opportunities that may apply to design, operation, and maintenance of project-related facilities and equipment, such as light rail stations and maintenance buildings. The green requirements pertain to high performance buildings, energy efficiency, and use of renewable energy, water conservation, waste diversion, stormwater runoff, and LEED certification.

- E.O. 13423, Strengthening Federal Environmental, Energy, and Transportation Management, Section 2(f); Section 2(b); Section 9(g)-(h); Section 2(c) (2007)
- E.O. 13514, Federal Leadership in Environmental, Energy, and Economic Performance (2009)
- Energy Independence and Security Act of 2007, 42 U.S.C. Section 17061 *et seq;* Section 17094; US EPA, Technical Guidance on Implementing the Stormwater Runoff Requirements for Federal Projects under Section 438 of the Energy Independence and Security Act, 2009 https://www.epa.gov/nps/urban-runoff-low-impact-development
- National Energy Conservation Policy Act, 42 U.S.C. Section 8253(a)(1); Section 8253(f)(1); Section 8253(f)(3)(A); Section 2(d)(i); Section 2(e)(ii) (2009)
- Energy Conservation and Production Act, 42 U.S.C. Section 6834(a)(3)(D); Section 6834(a)(3)(A) (2009)

[4] http://www.wsdot.wa.gov/Design/Policy/CSDesign.htm

- US Green Building Council: Leadership in Energy and Environmental Design for Existing Buildings, http://www.usgbc.org
- US Green Building Council: LEED Public Policies, https://public-policies.usgbc.org/

Community impact assessment
We recommend conducting community impact assessments for communities or neighborhoods that would potentially be most affected by the proposed project. These usually include communities adjacent to or bisected by a proposed project, although an analysis of the direct, secondary, and cumulative effects of proposed alternatives may reveal additional affected populations/communities. Impacts from construction, increased number and frequency of trains, safety issues, traffic delay from at-grade crossings, and other issues that may arise, need to be addressed.

The indirect and cumulative effects that would result from growth and development that may be stimulated by the proposed project should be analyzed. For example, the proposed project may stimulate transit-oriented development, commercial and residential mixed-use areas, amenities that improve walkability/livability of the area, and so on. The project could also stimulate development that has the potential to encroach upon or otherwise impact sensitive habitat areas, important community resources, or displace vulnerable or disadvantaged populations. Whether they are positive or negative, we recommend that the EIS analyze and disclose the potential environmental, social, and economic effects.

A key benefit of the indirect and cumulative effects analysis is that it may reveal outcomes that should be avoided, minimized, or otherwise mitigated. As mitigation for project stimulated effects, we encourage the project proponents to work collaboratively with local land use planning entities and affected residents to ensure that the land resource is used wisely and that environmental protections are incorporated prior to stimulating new growth. Guidance and resource materials for community impact assessment can be found at https://www.fhwa.dot.gov/livability/cia/index.cfm.

Environmental justice/vulnerable populations
In compliance with Executive Order 12898 on Environmental Justice, actions should be taken to conduct public outreach and participation that ensures the public and Native American tribes understand the possible impacts to their communities and trust resources. Minority and low-income communities and tribes should be effectively informed, heard, and responded to regarding the project impacts and issues affecting their communities and natural and cultural resources. The scope of outreach, impacts analysis, and mitigation should also include other vulnerable populations, such as the elderly, the disabled, and children (see comments below regarding Executive Order 13045 on Children's Health and Safety). The information gathered from the public participation process and how this information is factored into decision-making should also be disclosed in the EIS. We recommend using EJSCREEN,[5] the EPA's environmental justice mapping and screening tool, as it combines environmental and demographic indicators that would provide additional data and analysis for the specific geographic areas affected by the proposed project.

Fish consumption from recreational fisheries may occur within the project area and is a potential environmental justice issue. Because low income and minority populations reside in the project area, it is important to be aware of any existing adverse impacts to this community and any project-related activities that could potentially exacerbate impacts.

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[5] https://www.epa.gov/ejscreen/what-ejscreen

Children's Health and Safety
Executive Order 13045 on Children's Health and Safety directs that each federal agency make it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children, and ensure that its policies, programs, activities, and standards address these risks. Analysis and disclosure of these potential effects under NEPA is necessary because some physiological and behavioral traits of children render them more susceptible and vulnerable than adults to health and safety risks.

Based on current EPA policy and guidance,[6] an analysis of impacts to children should be included in a NEPA analysis if there is a possibility of disproportionate impact on children related to the proposed action. EPA views childhood as a sequence of lifestages, from conception through fetal development, infancy, and adolescence. Therefore, exposures to children at each life stage as well as pregnant and nursing women, are relevant and should be considered when addressing health and safety risks for children.

Tribal consultation
Tribal treaty resources that may be affected by the proposed project include, but are not necessarily limited to, the Usual and Accustomed fishing areas of the Muckleshoot Tribe and the Puyallup Tribe. We recommend that the EIS identify and discuss any effects to tribal treaty resources, including natural resources, historical, archaeological, or traditional cultural places of importance to affected Native American Tribes. If the proposed project would potentially have effects on tribal treaty resources, development of the EIS should be conducted in consultation with all affected tribal governments, consistent with Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments.*[7]

Cumulative and indirect impacts
The project evaluation should consider the effects of the proposed project when added to other past, present and reasonably foreseeable future projects within and outside the project area. Cumulative impacts can result from individually minor, but collectively significant actions taking place over time.

EPA has issued guidance on how we are to provide comments on the assessment of cumulative impacts in *Consideration of Cumulative Impacts in EPA Review of NEPA Documents*, which can be found on the EPA web site at: http://www.epa.gov/compliance/resources/nepa.html. This guidance includes five key areas of focus when assessing cumulative effects:

- Identify resources, if any, that are being cumulatively affected;
- Determine the appropriate geographic (within natural ecological boundaries) area and the time period over which the effects have occurred and would occur;
- Look at all past, present, and reasonably foreseeable future actions that have affected, are affecting, or would affect resources of concern;
- Describe a benchmark or baseline; and
- Include scientifically defensible threshold levels.

Indirect effects are those that are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, road systems and access, population

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[6] https://www.epa.gov/children/epas-policy-evaluating-risk-children
[7] https://www.energy.gov/nepa/downloads/eo-13175-consultation-and-coordination-indian-tribal-governments-2000

density or growth rate, and related effects on air and water and other natural systems, including ecosystems (40 CFR Part 1508.8).

Invasive species
Ground disturbing activities create opportunity for establishment of non-native invasive species. In compliance with NEPA and with the Executive Order 13112, analysis and disclosure of these actions and their effects, as well as any mitigation to prevent or control such outbreaks should be included. We recommend that disturbed areas be revegetated using native species and ongoing maintenance (wholly or primarily non-chemical means) to prevent establishment of invasive species in areas disturbed by project activities.

Climate Adaptation
The EPA recommends that the EIS include a discussion of reasonably foreseeable effects that changes in the climate may have on the proposed project and the project area, including its long-term infrastructure. This could help inform the development of measures to improve the resilience of the proposed project. If projected changes could notably exacerbate the environmental impacts of the project, the EPA recommends these impacts also be considered as part of the NEPA analysis.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue, Suite 155
Seattle, WA 98101-3140

OFFICE OF
ENVIRONMENTAL REVIEW
AND ASSESSMENT

May 2, 2018

Mr. Steve Kennedy, Senior Environmental Planner
Sound Transit
401 South Jackson Street
Seattle, Washington 98104-2826

Dear Mr. Kennedy:

The U.S. Environmental Protection Agency has reviewed the Sound Transit Early Scoping Information Report for the Tacoma Dome Link Extension and Operations and Maintenance Facility South (EPA Region 10 Project Number 18-0020-FTA). The EPA comments are provided pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Sections 1500-1508) and Section 309 of the Clean Air Act.

The Tacoma Dome Link Extension representative project is approximately 9.7 miles in length and would extend from the Federal Way Transit Center to the Tacoma Dome Station. The proposed project includes two parking garages (at south Federal Way and Fife), a rail-only fixed span bridge over the Puyallup River, a south corridor Operations and Maintenance facility, and stations in south Federal Way, Fife, east Tacoma, and the Tacoma Dome.

We appreciate the helpful online open-house information provided by Sound Transit. We offer the following comments based on the information available at this early stage of project development.

Purpose and Need, Goals and Objectives

We support the project purpose and need. We especially encourage special emphasis be placed upon serving and improving the quality of life for the high concentrations of low income, minority, vulnerable, disadvantaged, and transit-dependent populations within the project area. We recommend that Sound Transit adopt a goal, with supporting objectives, for improving public health and human well-being in communities that are already experiencing a disproportionate level of social, environmental, health, and economic impacts. A well-located and designed project that minimizes negative impacts from project construction, operations, and maintenance, and integrates multi-modal transport, particularly non-motorized modes, with uplifting design features, access to open spaces, and diverse natural vegetated areas could contribute to community placemaking and improved public health.[1]

We also recommend children's health and safety be a prominent consideration. While public transportation via light rail should produce net benefits to communities served, it is important to be attentive to its location, construction, and operational impacts to ensure that the most disadvantaged and vulnerable populations are not disproportionately and cumulatively affected by project impacts. For example, using the EPA EJSCREEN GIS tool to assist with an analysis of the representative alignment, we find there are many schools nearby that are currently experiencing impacts from Interstate 5 and

[1] http://www.placemakers.com/2018/04/03/healthiest-neighborhoods-both-walkable-and-green/

other roadways. We would expect additional air pollution, noise, safety, and other impacts to schools and the surrounding communities from the Tacoma Dome Link Extension project construction activities, as well as the impacts from system operations and maintenance. Of particular concern are the air quality impacts from construction diesel emissions, other particulate matter, noise impacts to learning and residential environments, and the need for safe routes to schools. We also recommend project communications be in the appropriate languages for affected populations and issued through culturally appropriate means.

Range of Alternatives

We support the measures and considerations for developing alternatives, which are listed in the Early Scoping Information Report. In addition to the representative alignment, we recommend the range of alternatives include one or more routes along SR 99. An SR 99 route could support existing communities in terms of access, walkability, and transit oriented development. We also recommend the Operations and Maintenance Facility South location alternatives be within existing commercial/industrial/paved areas. Consider, too, whether there are brownfield sites that could be re-developed for this beneficial use.

Recommendations:

- Strive to incorporate both equity and health, including children's health and safety, considerations in evaluating project alternatives, design, and construction/operations/ maintenance impacts;
- To improve equity, health, community and economic vitality, clean up and re-use any contaminated sites that may occur within proposed alignments;
- Identify and incorporate the needs of Limited English Proficiency (LEP) residents in project alternatives, design, construction, operations, and maintenance. For example, there is a substantial Korean LEP population in Tacoma. When the Portland light rail service began, LEP was found to be a contributing factor in an alarming number of deaths due to train strikes. Consider using faith-based means (churches) for access, communication, and outreach to these populations. Learn and incorporate varied ways to effectively communicate operational and safety factors for LEP and disabled persons;
- In response to the limited environmental screening presented in the Early Scoping Information Report, we support alternatives that both serve Environmental Justice/disadvantaged and under-served neighborhoods, and that would avoid negative impacts to habitat corridors, existing open/green spaces, and sensitive natural areas. More information is needed to determine the potential positive and negative effects of alignments that would pass through historic districts, parks, tribal lands, or other important social, cultural sites;
- Provide efficient, convenient connections with other public transportation routes and modes, including non-motorized travel, to lessen dependency on private automobiles, increase accessibility for underserved populations, reduce greenhouse gases and other air pollution. We have found that it is important to monitor current connections, such as between commuter rail and light rail, to evaluate the ease of making these connections;
- Examine the travel time and effort, particularly for the disabled, that are necessary to make these connections, and whether frequency of service is adequate to achieve transport that is both time and cost effective. Use monitoring results to inform planning and alternatives for the Tacoma Dome Link Extension;

- Continue to seek and evaluate ways that the Tacoma Dome Link Extension could leverage additional benefits to and from other current housing, commercial, and transportation investments; and,
- Ensure effective government to government consultation and coordination with affected Indian tribes, in accordance with Executive Order 13175. Incorporate provisions to ensure protection of tribal treaty rights and resources.

A general list of other environmental, transportation, and community impacts and benefits that we recommend be considered in developing alternatives and discussed in the NEPA analysis include, but are not necessarily limited to:

- Aquatic resources – effects to watersheds, hydrology, runoff; water quality and quantity for surface water, ground water, private or public drinking water supplies; effects to rivers, streams, wetlands, shorelines, riparian areas, lakes, ponds, estuaries, floodplains, marine waters; effects to waters listed as impaired under Clean Water Act Section 303(d); Clean Water Act anti-degradation provisions;
- Endangered, threatened, candidate, sensitive federal or state species and habitats; local areas of high biological diversity;
- Indirect and cumulative effects – to human health and/or environmental/natural resources of concern;
- Open space – greenways, parks, resource lands, wildlife areas, other valued public and/or open spaces;
- Ecological connectivity – need to provide for and/or effects upon existing habitat areas and corridors;
- Changes in climate – discuss impacts both on the project and from the project related to greenhouse gas emissions and adaptation; and,
- Air quality – transportation related emissions of criteria air pollutants and mobile source air toxics; construction-related emissions.

We would be happy to provide more detailed information regarding any of the above subjects. If at any time you have questions, would like to discuss these comments, or need information please contact me at (206) 553-2966, or by email at somers.elaine@epa.gov. Thank you for the opportunity to contribute to the early scoping phase of the Tacoma Dome Link Extension project.

Sincerely,

Elaine L. Somers
Environmental Review and Sediment Management Unit

2. SITE LOCATION AND DESCRIPTION

2.1 SITE LOCATION

The CB/NT Superfund site is located in Tacoma, Washington at the southern end of the main basin of Puget Sound (Figure 1). The site encompasses an active commercial seaport and includes 10-12 square miles of shallow water, shoreline, and adjacent land, most of which is highly developed and industrialized. The upland boundaries of the site are defined according to the contours of localized drainage basins that flow into the marine waters. The marine boundary of the site is limited to the shoreline, intertidal areas, bottom sediments, and water of depths less than 60 feet below mean lower low water. The nearshore portion of the site is defined as the area along the Ruston shoreline from the mouth of City Waterway to Pt. Defiance. The tideflats portion of the site includes the Hylebos, Blair, Sitcum, Milwaukee, St. Paul, Middle, Wheeler-Osgood, and City waterways; the Puyallup River upstream to the Interstate-5 bridge; and the adjacent land areas. Because the landward boundary of the CB/NT site is defined by drainage pathways rather than political boundaries, the precise landward extent of the site may be adjusted as new information regarding surface water and groundwater flow patterns is developed.

2.2 CURRENT LAND USE

The CB/NT site is located within the city of Tacoma, which has a population of 162,100. The land, water, and shoreline within the study area are owned by various parties, including the state of Washington, the Port of Tacoma, the city of Tacoma, Pierce County, the Puyallup Tribe of Indians, and numerous private entities. Much of the publicly owned land is leased to private enterprises. Within the site boundaries, land use is chiefly industrial and commercial.

The Port of Tacoma owns approximately 35-40 percent of the 2,700 acres that make up the port and industrial areas within the CB/NT site. The port operates many cargo handling and storage facilities along the waterways and leases other properties to large and small industrial, manufacturing, and commercial tenants. Many of the remaining properties within the port and industrial area were under port ownership at one time, but have since been sold. Major private landowners include lumber, chemical, and petroleum companies. Property along the Hylebos Waterway is owned almost exclusively by private companies, and there are several privately-owned parcels along the Blair Waterway. Other privately owned parcels are found predominantly at the landward end of the port and industrial area.

A large portion of the tideland and offshore areas of the CB/NT site is either owned outright by the state or is designated as state-owned harbor areas. The Port of Tacoma owns tidelands and bottom sediments in several areas including the head of Hylebos Waterway, the head of Blair Waterway, and Milwaukee and Sitcum waterways. The St. Paul and Wheeler-Osgood waterways are privately owned. Private ownership of shorelines and intertidal areas in many portions of the site generally corresponds with ownership of the adjacent upland property parcels.

The Puyallup Tribe of Indians has asserted title to land in the Tacoma tideflats area, including former Puyallup River bottomland and filled tidelands adjacent to the Puyallup Reservation. Negotiations among the Puyallup Tribe of Indians, the federal government, the state of Washington, the Port of Tacoma, and other affected parties were completed during the summer of 1988 to resolve various land ownership issues. The settlement agreement was approved on 27 August 1988 by tribal members and by federal, state, and local governments. On 21 June 1989, the Puyallup Tribe of Indians Settlement Act of 1989 was signed into law by the President, incorporating the August 1988 settlement agreement and technical documents. Efforts are underway to implement the terms of the agreement, which adds to the tribe's land base and provides for substantial restoration and enhancement of fisheries resources. Several large parcels of property within the

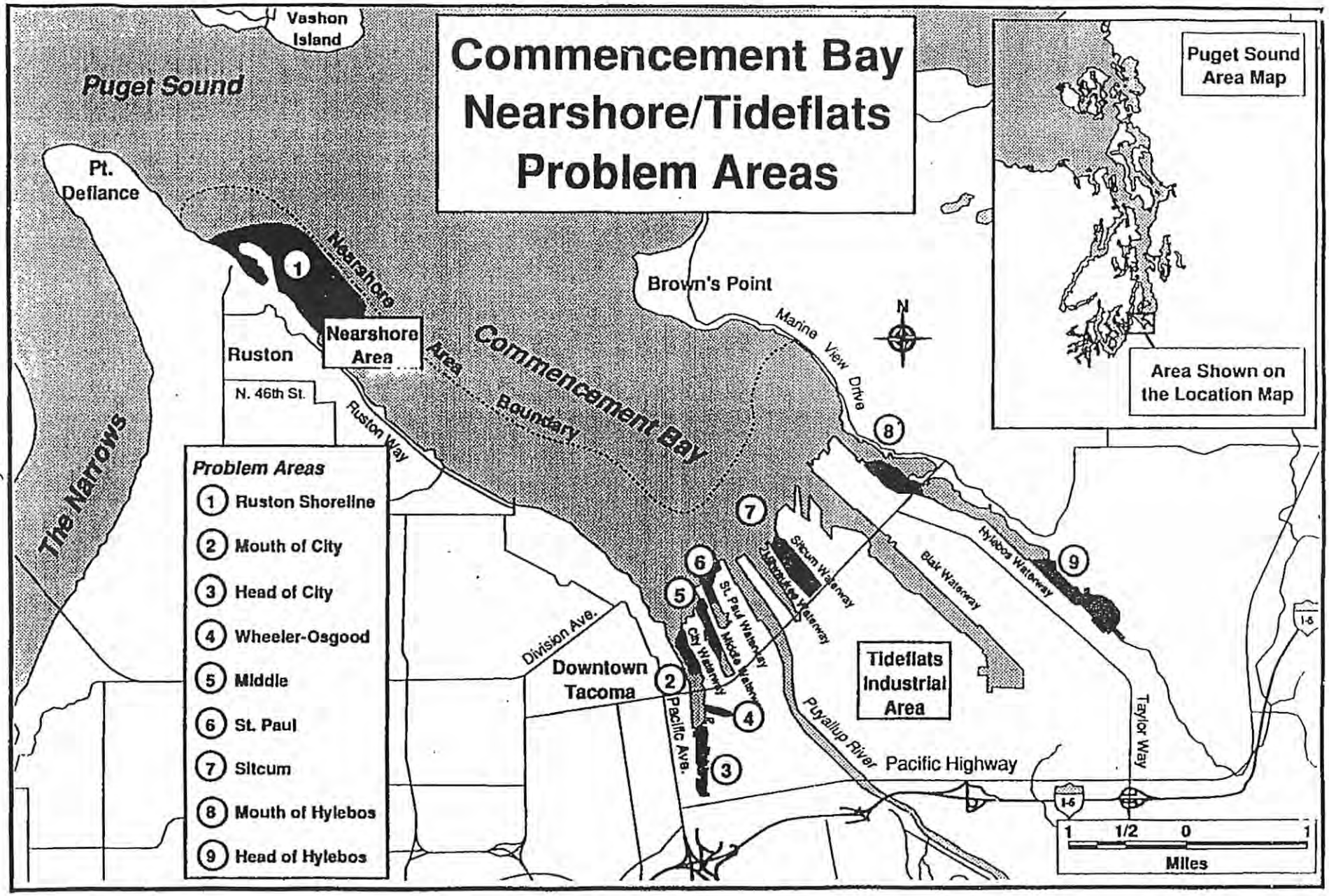

Figure 1. Commencement Bay Nearshore/Tideflats study area

From: Sterner, Matthew (DAHP) <Matthew.Sterner@DAHP.WA.GOV>
Sent: Tuesday, May 7, 2019 12:10:20 PM
To: Borbe, Elma
Cc: Borth, Holly (DAHP)
Subject: Comments Requested on Tacoma Dome Link Extension Project: EIS Scoping, due May 1, 2019

Good Afternoon Elma,

And thank you so much for your patience . . . it's been a very busy time here at the DAHP!!

If it's alright, I'm going to synthesize Holly and my comments in this email, rather than creating a formal letter. If you would like a formal letter on DAHP letterhead, let me know and I can transfer the information an resubmit.

Archaeologically: There really are no super "hot button" issues when it comes to the archaeology. The areas that would be identified as "high probability areas" would be the Hylebos Creek drainage and the Puyallup River Crossing areas. Other than that, there aren't any archaeological districts or large known sites associated with any of the proposed alignments. Be aware however, that if the track is elevated, there will be a concern for deeply buried sites once you extend down into the Tacoma area and our expectation will be that trestle locations will have to be deeply investigated. So a program of geotech boring is presumed.

From a built environment perspective, I am attaching Holly's comments for you:

I just have one general comment:

Due to the history of the Old Pacific Highway/Pacific Highway E, DAHP believes several historic properties (primarily commercial and residential buildings) will be identified along the alternatives that cover that road alignment; at this time, none appear in WISAARD, but a few are known informally among DAHP staff and the potential for more is high. The project poses potential indirect effects to the setting of these potential properties, at the very least. These effects may be avoided or minimized depending upon how the project would be incorporated into the existing transportation network; they may also be avoided or minimized by selecting the alternative that does not extend along Pacific Highway.

So Elma, do let me know if you'd like this information in a different formal. Otherwise, thanks for your patience and let me know if you have any questions.

Cheers.

Matthew Sterner| Transportation Archaeologist
360.586.3082 (o) | matthew.sterner@dahp.wa.gov

Department of Archaeology & Historic Preservation | www.dahp.wa.gov
1110 Capitol Way S, Suite 30 | Olympia WA 98501
PO Box 48343 | Olympia WA 98504-8343

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
PO Box 47775 • Olympia, Washington 98504-7775 • (360) 407-6300
711 for Washington Relay Service • Persons with a speech disability can call 877-833-6341

May 1, 2019

Elma Borbe, Senior Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Re: Sound Transit Tacoma Dome Link Extension (TDLE) Project
Ecology SEPA #201901691

Dear Elma Borbe:

Thank you for the opportunity to comment on the Determination of Significance and Scoping Notice (DS/Scoping) for the TDLE Project as proposed by Sound Transit (Central Puget Sound Regional Transit Authority) located from Federal Way to the Tacoma Dome, in King County and Pierce County.

The Department of Ecology (Ecology) has reviewed the information provided by Sound Transit and Ecology's previous comments submitted May 3, 2018 on the early scoping notice, still apply to the project described (see enclosure). After further review, Ecology has the following additional comment(s):

AIR QUALITY PROGRAM, CLIMATE POLICY SECTION:
Gail Sandlin (360) 407-6860

Request for Comments on Scope of EIS. The lead agency identified areas for discussion in the EIS. This did not include "construction" and "operation" phase greenhouse gas emissions nor did it include a discussion of climate adaptation concerns such as risk of severe weather events, flooding, landside risks etc.

The "Level 2 Alternatives Evaluation Report" only briefly mentions on page ES-5 and 1-7, reduction of VMT as a strategy to mitigate greenhouse gas emissions. While this is true, the Scope of the EIS should address the greenhouse gas emissions of the project itself, including management of climate resilience strategies.

WATER QUALITY/WATERSHED RESOURCES UNIT:
Chris Montague-Breakwell, Unit Supervisor (360) 407-6364

The following comments from Ecology's Water Quality Program and are in reference to the construction activities for the proposed TDLE Project:

Erosion control measures must be in place prior to any clearing, grading, or construction. These control measures must be effective to prevent stormwater runoff from carrying soil and other pollutants into surface water or stormdrains that lead to waters of the state. Sand, silt, clay particles, and soil will damage aquatic habitat and are considered to be pollutants.

Any discharge of sediment-laden runoff or other pollutants to waters of the state is in violation of Chapter 90.48 RCW, Water Pollution Control, and WAC 173-201A, Water Quality Standards for Surface Waters of the State of Washington, and is subject to enforcement action.

Construction Stormwater General Permit:
The following construction activities require coverage under the Construction Stormwater General Permit:

1. Clearing, grading and/or excavation that results in the disturbance of one or more acres **and** discharges stormwater to surface waters of the State; and
2. Clearing, grading and/or excavation on sites smaller than one acre that are part of a larger common plan of development or sale, if the common plan of development or sale will ultimately disturb one acre or more **and** discharge stormwater to surface waters of the State.
    a) This includes forest practices (including, but not limited to, class IV conversions) that are part of a construction activity that will result in the disturbance of one or more acres, **and** discharge to surface waters of the State; and
3. Any size construction activity discharging stormwater to waters of the State that Ecology:
    a) Determines to be a significant contributor of pollutants to waters of the State of Washington.
    b) Reasonably expects to cause a violation of any water quality standard.

If there are known soil/ground water contaminants present on-site, additional information (including, but not limited to: temporary erosion and sediment control plans; stormwater pollution prevention plan; list of known contaminants with concentrations and depths found; a site map depicting the sample location(s); and additional studies/reports regarding contaminant(s)) will be required to be submitted.

You may apply online or obtain an application from Ecology's website at: http://www.ecy.wa.gov/programs/wq/stormwater/construction/ - Application. Construction site operators must apply for a permit at least 60 days prior to discharging stormwater from construction activities and must submit it on or before the date of the first public notice.

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(MLD:201901691)
Enclosure

cc: Gail Sandlin, AQP/GHG
Chris Montague-Breakwell, WQ
Eva Barber, TSP/TSP

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
PO Box 47775 • Olympia, Washington 98504-7775 • (360) 407-6300
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May 3, 2018

Steve Kennedy, Senior Environmental Planner
Sound Transit
401 South Jackson Street
Seattle, WA 98104-2826

Dear Mr. Kennedy:

Thank you for the opportunity to comment on the early scoping for the Tacoma Dome Link Extension and Operations and Maintenance Facility South Project located from Federal Way to Tacoma Dome in King County and Pierce County. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

AIR QUALITY/GREENHOUSE GASES: Gail Sandlin (360) 407-6800

Construction and operation GHG emissions should be estimated. Plus considerations of climate adaptation issues such as severe weather events for flooding or landslide risks.

TOXICS CLEANUP: Eva Barber (360) 407-7094

Portions of this proposed project are located in an area that may have been contaminated with heavy metals due to the air emissions originating from the old Asarco smelter in north Tacoma (visit Ecology's Tacoma Smelter Plume map search tool: https://fortress.wa.gov/ecy/smeltersearch/).

Soil contamination from the former Asarco smelter poses a risk to human health and the environment. Children are at especially high risk from direct exposure to contaminated soil. Construction workers, landscapers, gardeners, and others who work in the soils are also at risk.

Ecology recommends that the lead agency include the following as conditions of approval, prior to the issuance of any site development permits or the initiation of grading, filling, or clearing:

- Sample the soil and analyze for arsenic and lead following the 2012 Tacoma Smelter Plume Guidance. The soil sampling results shall be sent to Ecology for review. If the

project includes open space areas, contact the Technical Assistance Coordinator, Eva Barber, for assistance in soil sampling methodology within the open space area.

- If lead or arsenic are found at concentrations above the Model Toxics Control Act (MTCA) cleanup levels (Chapter 173-340 WAC); the owners, potential buyers, construction workers, and others shall be notified of their occurrence. The MTCA cleanup level for arsenic is 20 parts per million (ppm) and lead is 250 ppm.

- If lead, arsenic and/or other contaminants are found at concentrations above MTCA cleanup levels, the applicant shall:

  1) Develop soil remediation plan and enter into the Voluntary Cleanup Program with Ecology. For more information on the Voluntary Cleanup Program, visit Ecology's website at: http://www.ecy.wa.gov/programs/tcp/vcp/vcpmain.htm.

  2) Obtain an opinion letter from Ecology stating that the proposed soil remediation plan will likely result in no further action under MTCA. The applicant shall provide to the local land use permitting agency the opinion letter from Ecology.

  3) Prior to finalizing site development permits, provide to the local land use permitting agency "No Further Action" determination from Ecology indicating that the remediation plans were successfully implemented under MTCA.

- If soils are found to be contaminated with arsenic, lead, or other contaminants, extra precautions shall be taken to avoid escaping dust, soil erosion, and water pollution during grading and site construction. Site design shall include protective measures to isolate or remove contaminated soils from public spaces, yards, and children's play areas. Contaminated soils generated during site construction shall be managed and disposed of in accordance with state and local regulations, including the Solid Waste Handling Standards regulation (Chapter 173-350 WAC). For information about soil disposal contact the local health department in the jurisdiction where soils will be placed.

The link below provides a fact sheet that explains more how the arsenic and lead clean-up levels were set and why Ecology sees that they are protective for human health: https://fortress.wa.gov/ecy/publications/SummaryPages/1109095.html.

For assistance and information about Tacoma Smelter Plume and soils contamination, the applicant shall contact, Eva Barber with the Toxics Cleanup Program at (360) 407-7094 or via email at Eva.Barber@ecy.wa.gov.

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(MLD:201801574)

cc: Gail Sandlin, AQ/GHG
Eva Barber, TCP

HILARY S. FRANZ
COMMISSIONER OF PUBLIC LANDS

DEPARTMENT OF
NATURAL RESOURCES

SOUTH PUGET SOUND REGION
950 FARMAN AVENUE N
ENUMCLAW, WA 98022-9282

360-825-1631
TRS 711
SOUTHPUGET.REGION@DNR.WA.GOV
WWW.DNR.WA.GOV

April 23, 2019

Mr. Perry Weinberg
Sound Transit, Deputy Executive Director
Office of Environmental Affairs and Sustainability
401 S. Jackson Street
Seattle WA 98104-2826

Subject: Comment on the Future Tacoma Dome Link Extension and Link Light Rail (East Link Extension, Redmond-Seattle-Mariner) per EIS Scoping

Mr. Weinberg:

Thank you for the opportunity for DNR to provide comments on the expansion of the Sound Transit Link Light Rail Transit Service from the Federal Way Transit Center to Tacoma Dome Station Area. At this time, the proposal does not impact aquatic lands owned by the State of Washington and managed by DNR, therefore no authorization is required for your proposed activity.

However based upon Exhibit 2 (see attached) within document entitled "*Tacoma Dome Link Extension*" dated April 2019; it does appear that the Future East Link Light Rail (Redmond-Seattle-Mariner) will be located on and/or over **bedlands, harbor areas, and shorelands** of **Lake Washington and Mercer Slough,** owned by the State of Washington and managed by DNR. You must obtain authorization from DNR prior to building structures in the water and air space above state-owned aquatic lands or to harvest seaweed, shellfish, sand, or other resources for commercial use. The DNR will need additional information in the form of a JARPA (Joint Aquatic Resources Permit Application), and possibly a site visit in order to identify measures necessary to avoid environmental impacts.

The Department of Natural Resources is steward of Washington's aquatic lands and their resources. Aquatic lands are managed for current and future citizens of the state to sustain long-term ecosystem and economic vitality, and to ensure access to the aquatic lands and the benefits derived from them. Washington DNR's management authority derives from the State's Constitution (Articles XV, XVII, XXVII), Revised Code (RCW 79.02 and 79.105) and Administrative Code (WAC 332-30). As proprietary manager of state-owned aquatic lands, DNR has been directed to manage the lands "…for the benefit of the public" in a manner that provides "…a balance of public benefits for all citizens of the state" that includes"

- Encouraging direct public use and access
- Fostering water-dependent uses
- Ensuring environmental protection, and
- Utilizing renewable resources.

In addition, generating revenue in a manner consistent with subsections 1) through 4) of this section is a public benefit (RCW 79.105.030).

To ensure sustainable management of state-owned aquatic lands, DNR has established environmental protection goals. These goals seek to ensure uses of state-owned land do not result in: shading that harms aquatic vegetation and fish migration; compaction, disruption, or impeding the natural movement of sediments; underwater noise that can disrupt important aquatic species when they are most vulnerable; or, release harmful contamination and waste. DNR is committed to working with applicants, in coordination with permitting agencies, to find ways to avoid impacts to aquatic habitats and species on state-owned aquatic land.

If you have not already submitted an application (JARPA) to authorize state-owned aquatic lands, please contact me Sherri Gallant, Easement Manager at (206) 455-1014 or sherri.gallant@dnr.wa.gov. I will provide you with an application and discuss the authorization process before you apply for permits. I am also available to meet with regulatory agencies to discuss the proposal in an effort to meet mutual goals while avoiding unnecessary expense or delays in the review of project proposals. Please do not hesitate to call should you need additional information, or to arrange a meeting.

The DNR reserves the right to comment on future amendments and revisions to this proposal.

Sincerely,

Diana Mccoty for

Sherri Gallant
Department of Natural Resources (DNR), Easement Manager
Aquatics Shoreline District
950 Farman Avenue North
Enumclaw, WA 98022-9282

Enclosures

c: District file
Aquatic Resource File

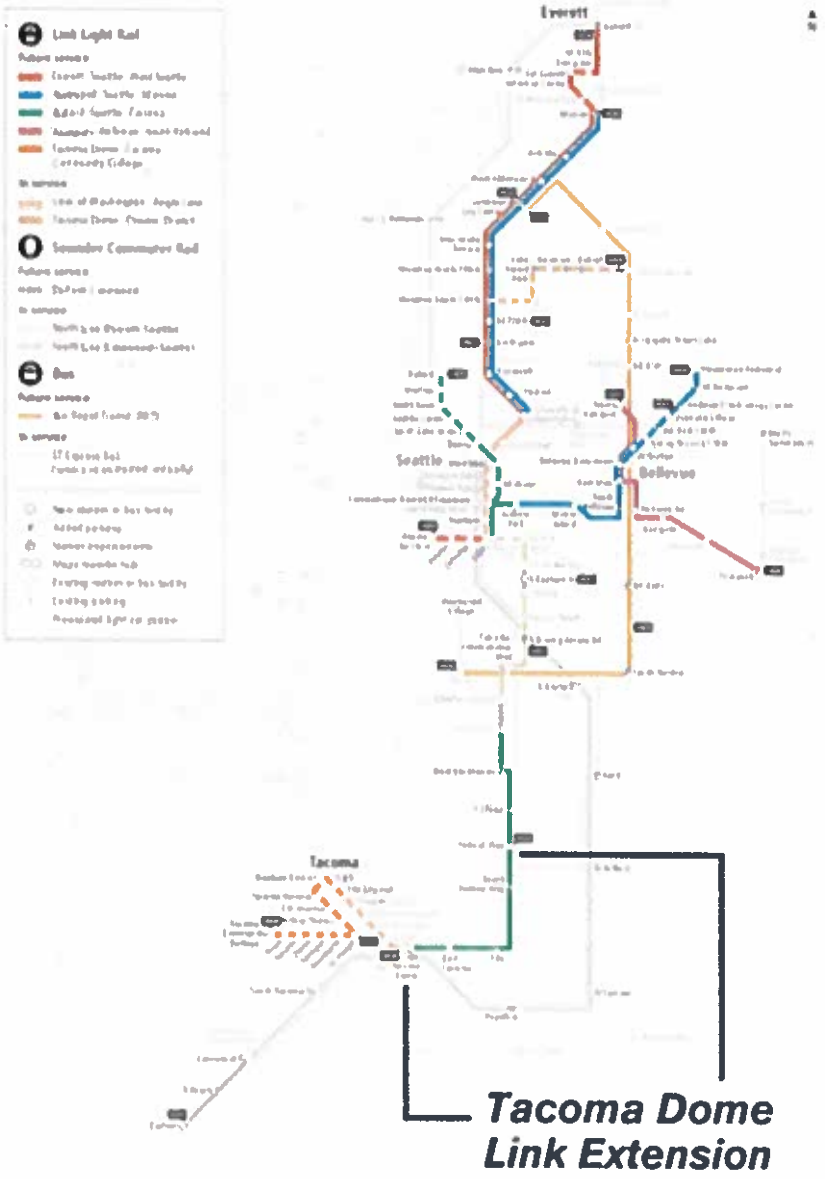

Exhibit 2 Regional System Map

Washington State
Department of Transportation

Regional Transit Coordination Division
C/O Sound Transit Union Station
401 South Jackson Street
Seattle, WA 98104
206-464-1220 / FAX: 206-464-1189
TTY: 1-800-833-6388
www.wsdot.wa.gov

May 1, 2019

Sound Transit, Tacoma Dome Link Extension Project
c/o Elma Borbe, Senior Environmental Planner
401 S Jackson St., Seattle, WA 98104

RE: Tacoma Dome Link Extension (TDLE) EIS Scoping Comments

The Washington State Department of Transportation (WSDOT) is pleased to provide comments for the Tacoma Dome Link Extension (TDLE) project Scoping Information Report. The project aligns with WSDOT's vision of providing a sustainable and integrated multimodal transportation system, including working with local transit agencies to provide transportation choices. WSDOT's strategic goals include optimizing transportation system capacity through the better interconnectivity of all transportation modes and managing system assets and multimodal investments on corridors to enhance economic vitality.

General Comments:
The TDLE project presents an exciting opportunity for Sound Transit to collaborate with the Puyallup Tribe of Indians, cities and counties, other transit agencies as well as federal agencies to build a seamless, integrated transit system. An integrated transit system supports regional centers designated by the Puget Sound Regional Council (PSRC) and the projected growth in population and employment throughout the region. The TDLE project supports these goals by providing reliable connections and increased transportation options between communities in Pierce County and South King County as well as connecting to the wider Central Puget Sound region.

WSDOT fully supports the Purpose and Need Statement and encourages the TDLE project to continue working with local jurisdictions to develop safe and direct active transportation (e.g. walking, bicycling, etc.) access to future light rail stations and to encourage Transit Oriented Development (TOD) in station areas. Station area planning and design should be context sensitive and not "one size fits all". Working with partnering agencies and the community to develop practical solutions increases the likelihood of a successful project.

It is probable that the comments we make now are applicable for the current situation and maybe even as far in the future as the next several decades, but we should be forward thinking enough to plan for the light rail stations & alignment to be functional in 75 years when much of the area will most likely be substantially redeveloped.

WSDOT Coordination:
WSDOT will continue to coordinate with the TDLE project. The TDLE project team has provided first drafts of the Light Rail and I-5 Compatibility Report and the Puyallup River Crossing Feasibility Report. The Compatibility Report is based on the project "Representative Alignment" and describes how the light rail alignment can be integrated with the existing freeway as well as any potential future expansion of I-5. The Compatibility Report also identifies where the light rail alignment cannot be accommodated within the I-5 right of way. Projects including the I-5/SR 161/SR 18 Triangle project and the SR 167 Completion Project are also included in the report.

WSDOT also looks forward to continuing collaboration with the TDLE project team on the SR 167 Completion Project, the I-5 Southbound High Occupancy Vehicle (HOV) Project and the I-5/SR 161/SR 18 Triangle Project.

As the TDLE project team refines the alignment options that will be analyzed in the Environmental Impact Statement (EIS) process, WSDOT looks forward to continued collaboration and the production of an updated Compatibility Report.

Other areas of coordination that WSDOT expects to be addressed in the EIS include:

- Existing noise walls within WSDOT right of way
- Resource Conservation Areas
- Federal court injunction fish passage sites – checking for sites not yet listed in injunction, preliminary hydraulics report to show TDLE will not preclude WSDOT (or make more expensive) from fixing blockages in future

Potential EIS Alternatives
South Federal Way Station Area:
The SF 8 and SF 9 station options are adjacent to I-5 and have lower potential property impacts; however, because of their location, these sites have a limited walkshed and TOD potential compared to the sites that are further west away from I-5. The SF 2 west, SF 4C and SF 4D options all have greater TOD potential as well as better multimodal access.

Fife Station Area:
The Fife station options all support the city's proposals to redevelop its city center around the future light rail station and therefore would have minimal impact on the I-5 right of way. WSDOT encourages the project team to work with the city to ensure that good pedestrian access to the station. Extensive soil analysis is required to verify conditions for the light rail alignment and if redevelopment were feasible as previous experience has shown that there are poor soil conditions in the area and potential climate change impacts to low-lying areas.

As the alignment heads west toward the Puyallup River, there is no room in the right of way of I-5 or SR 99 (depending on alignment) to accommodate the light rail guideway so acquisition of private property will be necessary. WSDOT encourages the project team to coordinate closely with the Puyallup Tribe in this area.

East Tacoma Station Area:
All of the station options are north of I-5, on the opposite side to the low-income East Tacoma neighborhood and the Emerald Queen casino currently under construction. The project team should continue working with WSDOT's I-5 Southbound HOV Project and the City of Tacoma to address the current poor pedestrian environment (with poor lighting and narrow sidewalks) along Portland Avenue under I-5, which forms a significant barrier for people who would want to walk or bicycle to the station.

The station options that are closer to I-5 (ET 3A, ET 3B, and ET 5) all have a shorter distance to destinations on the south side of I-5.

Tacoma Dome Station Area:

The Tacoma Dome potential station locations are all outside of I-5 or any other state right of way, therefore WSDOT has no comments on possible right of way impacts. WSDOT encourages the TDLE project to optimize the transfer opportunities between Tacoma Dome Link Extension Light Rail, Tacoma Link Light Rail, Pierce Transit buses, Sounder commuter rail and Amtrak at the Tacoma Dome station. Transfers between the different transit modes at this station should be safe, direct and easy to understand for all users. The TD 2 alternative is the best for addressing the multimodal access and transfer opportunities at this location.

Topics to be addressed in the EIS
Under the list of environmental elements that will be studied in the EIS, we assume that the Ecosystems topic will include Endangered Species Act (ESA) species, the Migratory Bird Treaty Act and the Golden Eagle Protection Act. Please clarify whether the Water Resources topic cover wetlands and jurisdictional ditches that will be impacted in the WSDOT right of way.

Thanks again for the opportunity to comment. WSDOT looks forward to continuing interaction with The TDLE project going forward.

Sincerely,

Celeste Gilman, WSDOT Regional Transit Coordination Division (RTCD) Deputy Director
GilmanC@WSDOT.WA.GOV (206) 464-1219

cc: Philip Harris, RTCD Integration Planner HarriPh@WSDOT.WA.GOV (206) 464-1285
Jessica Giblin, RTCD Environmental Liaison GiblinJ@WSDOT.WA.GOV (206) 464-1251

April 30, 2018

Ms. Elma Borbe
Tacoma Dome Link Extension
Sound Transit
401 S. Jackson Street Seattle, WA 98104

VIA EMAIL: TDLEScoping@soundtransit.org

Re: Tacoma Dome Link Extension EIS Scoping Comments

Dear Ms. Borbe,

On behalf the Port of Tacoma (Port) and Northwest Seaport Alliance (NWSA), thank you for the opportunity to provide scoping comments for the NEPA/SEPA environmental review.

In 1918, the Port of Tacoma was authorized by the citizens of Pierce County to serve as a public port authority, charged with serving as an economic engine for Pierce County. In 2015, the ports of Seattle and Tacoma formed a marine cargo operating partnership, the NWSA. Today, the Alliance is the fourth-largest container gateway in North America.

The Port and Alliance operate and maintain maritime and industrial facilities to fulfill their mission of generating economic growth. They protect, and grow, the 58,400 of family-wage jobs and $12.4 billion in economic impact that depend on these facilities. The Port and NWSA are essential public facilities of statewide significance, serving as critical export and import gateways for agricultural producers and manufacturers across Washington. They cannot be replicated elsewhere and serve a crucial role in the economies of Pierce County and the state.

We fully support high capacity transit as a means to reduce congestion along the I-5 corridor. An integrated, multimodal transportation system is essential to maintaining Puget Sound's economic competitiveness and quality of life. This includes making sure that the future TDLE line avoids negative effects on, and allows for future improvements to, truck and rail access to the Port of Tacoma Manufacturing Industrial Center.

Our interests are encapsulated in a single objective for the Tacoma Dome Link Extension project:

- Improve regional transportation for personal mobility, while protecting maritime and industrial land uses and freight mobility.

This affects the station locations in Fife and East Tacoma, and the river crossing.

We appreciate Sound Transit's broad stakeholder engagement in the development of alternatives for the Tacoma Dome Link Extension, and the direct engagement with our staff, who look forward to continuing exchange and cooperation.

The accompanying document, prepared by our staff, outlines the areas where a thorough review of proposed alignments is necessary to determine potential negative impacts on the public benefit the Port and the NWSA are charged with providing.

Sincerely,

John Wolfe
Chief Executive Officer
Northwest Seaport Alliance

Stephen P. Metruck
Executive Director
Port of Seattle

Cc: Sound Transit CEO Peter Rogoff
Port of Seattle Commission
Port of Tacoma Commission
NWSA Managing Members

ATTACHMENT A

Thank you for the opportunity to provide these scoping comments, and for our inclusion in the EIS process as participating agency. We have been involved throughout the ST3 Sound Transit planning process since the 2016 ST3 Long Range Plan Update. We support Sound Transit's investment in the regional transit system, and appreciate the potential for improved personal mobility to Port facilities. However, we remain concerned about the potential for unintended negative effects on freight traffic at the Fife and East Tacoma stations, and potentially, the river crossing. The Port and NWSA are encouraged by the project's potential to protect maritime and industrial land uses and freight mobility by improving the efficiency of the people transportation system in Tacoma, Fife, and the region. Potential benefits include: (1) avoiding negative effects on critical freight transportation routes, (2) providing improved personal mobility access to port cargo facilities, and (3) anticipated improvements in the vehicle flows on truck freight routes supporting our facilities, and freight mobility in region in general.

Our comments parallel those in our SEPA Early Scoping letter from 3/5/18, as well as comments from our Level 2 Alternatives Development letter to members of the Elected Leadership Group from 10/10/18. We request that the DEIS comprehensively analyze the issues raised in this, as well as these previous letters. It should identify potential effects, along with opportunities to modify the project plans to avoid or minimize negative effects on freight mobility. Our comments cover the following items listed in the Scoping Information Report:

1. Purpose & Need
2. Potential Alternative Alignments – issues, concerns, areas of agreement, options
   Comments relative to all three alternatives
   - 2.1 Fife Station
   - 2.2 Puyallup River Crossing
   - 2.3 East Tacoma Station
3. Elements of the Environment

1. PURPOSE & NEED

We generally support the Purpose and Need statement. We expect that in the EIS document, Sound Transit will recognize the Port's mission, and communicate how it can deliver and operate the light rail extension in a manner that is compatible with existing public purposes for which the Port and the NWSA are responsible.

Under state legislation, Pierce County citizens voted in 1918 to create the public Port of Tacoma – a special purpose municipal corporation, to ensure that facilities in the Tacoma harbor were managed for the benefit of all citizens. Our mission is to create good jobs across the state by advancing trade and commerce, promoting manufacturing and maritime growth, and stimulating economic development. The GMA recognized the importance of our facilities by designating them as essential public facilities.

The critical economic role of the facilities comprising the NSWA was reinforced by the 2009 inclusion of the requirement for a Container Port Element, RCW 36.70A.085, for the Cities of Seattle and

Tacoma. This amendment to the GMA showed legislative support for the continued economic development generated by Washington's major ports by declaring that:

"It is the intent of the legislature to ensure that local land use decisions are made in consideration of the long-term and widespread economic contribution of our international container ports and related industrial lands and transportation systems, and to ensure that container ports continue to function effectively alongside vibrant city waterfronts."[1]

Tacoma's Container Port Element was finalized by the City of Tacoma in 2014. See in particular Goal CP-6, which calls for the protection and preservation of infrastructure and services needed for the efficient movement of goods between the Port and the regional transportation system, and Policy CP-1.6, which calls for protecting land near the Port with zoning compatible with port-related activities.

As these GMA elements illustrate, to be successful in our mission, it is critical for other jurisdictions and government agencies like Sound Transit to recognize the complicated nature of our operations, and to collaborate closely when major projects could impact our assets. As the project includes stations on or near freeway access routes for one of the region's largest and most productive industrial zones (Manufacturing/Industrial Centers [MICs]). Therefore, it is Sound Transit's interest to ensure that no harm will come to facilities and operations essential to delivery of the Port's and NWSA's mission.

Pursuant to the authority and mission referenced above, the Port of Tacoma has engaged in extensive local planning efforts to develop the Port's Strategic Plan to articulate how the Port will deliver its mission. The Plan lays out a vision that is built on existing strengths, including proximity to the Pacific Rim and Alaska, naturally deep waterways, a superior intermodal rail network, existing terminal infrastructure and adjacent undeveloped land for expansion.

Similarly, the NWSA operates under a Strategic Business Plan outlining how we'll address the competitive challenges to grow cargo volumes, create jobs and improve financial performance.

As the Link extension passes the Port of Tacoma MIC, planning, design and construction must respect the vitality and economic contributions of the maritime and industrial economic sectors. The transportation system in our region must move both passengers and freight efficiently and safely. As the Puget Sound region invests in improving passenger mobility through Link extensions, we must not impede existing industrial capacity and capability and should not foreclose future industrial facilities and operations. In this context, it is essential to note that:

- Port and NWSA facilities cannot be moved or replicated elsewhere, due to their very nature.
- Existing freight mobility (across all modes: road, rail, marine) must be maintained, and the project designed to not pre-empt future improvements to freight infrastructure.
- MIC employment densities are lower than those in other regionally- and locally-designated Centers, and do not support traditional transit-oriented-development densities.
- Traditional transit-oriented development (TOD) approaches, which typically include housing, are not appropriate in close proximity to a MIC since new residential development would be exposed to noise, fumes. air and light pollution.

[1] RCW 36.70A.85, (Findings—Intent—2009 c 514.)

Several Purpose bullets reference adopted regional and local plans and consistency with local land use plans and policies, and under those references it is important to acknowledge the unique policies and zoning intended to protect and grow industrial and maritime centers.

The current **Purpose** includes eight bullet points, which are all important. In keeping with our comments above, we propose amending the eighth bullet, and adding a ninth:

- "Preserve and promote a healthy environment and economy by minimizing adverse effects on the natural, built, and social environments through **complementary design and sustainable practices.**
- Recognize other critical public institutions and purposes by partnering effectively to plan, deliver, and operate the project in a manner that is compatible with existing and planned economic development uses within the Port of Tacoma Manufacturing Industrial Center, and the freight infrastructure that supports them.

These additions to the Purpose statement would help ensure that the potential freight mobility and land use effects of the East Tacoma Station, which is located in an industrial area alongside a major freight corridor are adequately addressed in the final station location and design.

2. Potential Alternative Alternatives

The Port and the Alliance support the extension of a truly regional high capacity transit system to the Tacoma Dome. We appreciate the planning efforts to date, including the time ST staff committed to listening to, and addressing our issues and concerns. Based on our assessment of the materials provided to date, here are our immediate concerns for the EIS related to the two station areas, and the crossing of the Puyallup River, that were also the focus of past comments:

2.1 Fife Station

We appreciate prior analytical work that led to the elimination of station locations that could have had significant effects on traffic circulation at the 54th St/I-5 Interchange. However, we remain concerned that traffic related to the remaining station locations (1, 3 and 4) still has the potential to affect overall traffic congestion and freight mobility in the area. The EIS should evaluate freight effects at a corridor, not just a single intersection level, and include other relevant intersections in the analysis.

2.2 Puyallup River Crossing

The location of the East Tacoma Station determines the location of the Puyallup River Crossing. The EIS should evaluate the potential impact of the different crossing locations on both existing and future freight rail infrastructure.

2.3 East Tacoma Station

Criterion L2.6 calls for: Consistency with civic and community planning and land use, evaluating elements such as" local and tribal development goals, current and planned development, current and anticipated zoning, and/or comprehensive plans." The evaluation of the remaining locations for the East Tacoma Station correctly states: "This station is located in an industrial-zoned area, which is inconsistent with transit-oriented development." For station locations 1, 2 and 5, it further notes that: "the location ... creates a dependency on the connection along Portland Avenue, which is highly congested and has high truck volumes. The

Port of Tacoma has economic development plans to preserve truck access and mobility along Portland Avenue, which is inconsistent with the siting of a station here."

The EIS must assess the effect of the remaining station locations on freight mobility in the corridor, and the potential for increased pressure for development that is not compatible with heavy industrial land uses on the north side of Puyallup Avenue. PSRC's 2015 Industrial Lands Study states: In some subareas (industrial lands), capacity appears adequate, but demand is strong enough to merit management strategies. These include the ... Tacoma-Puyallup subareas.[2] The Level 2 analysis also notes that all remaining alternatives have freight impacts, with Alternatives 1 ,2 and 6 performing worse than 3 and 5. The EIS must address both issues and carry out more detailed analysis to more thoroughly determine the effects of the remaining alternatives.

3. Elements of the Environment

In the environmental review, we ask that Sound Transit address issues that arise in any of the following categories.

Transportation: Analyze and evaluate the effects of station location and design for the Fife and East Tacoma stations on freight and worker transportation access to port properties and facilities. In evaluating the crossing of the Puyallup River, please include potential impacts on freight rail transportation, including rail yards. This study must be a comprehensive traffic analysis, including travel time and other quantitative measures, and access to and from port facilities.

Land Use: Analysis and evaluation must include the effects of potential changes to zoning and land use that are incompatible with existing heavy industrial uses in the proximity of the East Tacoma Station. Our goal is to avoid incompatibilities with industrial development that could arise from siting stations in or near industrial land, as they could result in pressure for high density non-industrial uses, or any type of residential use at the boundary of the MIC.

We note that there have been past cases of stations opened at the edge of, or in industrial areas that were initially intended to serve the nearby industrial employment, but once established, they lead to perennial requests for rezoning to residential uses. The SODO Link Light Rail station is one example.

Economy: The Port of Tacoma is an economic development authority, and the NWSA provides critical economic support to the region and the state. The project must not interfere with our ability to accomplish our public sector mission. The EIS should evaluate the cost of increased congestion due to construction activities in the public right of way.

Public Services, Safety and Security: The Level 2 analysis indicates that the Fife and East Tacoma Stations will increase congestion on two of the three most critical corridors serving the Port of Tacoma MIC. Lack of reliable access and egress routes is already one of the most pressing issues for freight and people in the Tideflats, as well as for emergency service providers. It will be critical to identify the potential effects on an already unreliable system.

Cumulative Impacts: Please evaluate all elements of the environment for cumulative impacts from direct and indirect development, over time. The Port of Tacoma and the NWSA make long-term

[2] Puget Sound Regional Council, Industrial Lands Study, Executive Summary, p. E-10, March 2015.

investments for public purpose and will provide to you our planned capital improvement projects from our long-range planning documents.

Conclusion

The Port and NWSA are pleased with the ongoing collaboration with Sound Transit and other key agencies and stakeholders to consider the regional transit improvement alternatives that uphold the importance of the Port's economic development mission, and its ability to continue producing family wage jobs and improve the quality of life in the region. We will continue to be staunch advocates to support an integrated and robust transportation system that is essential to maintaining Puget Sound's economic competitiveness and sustainability.

Puget Sound Regional Council
1011 WESTERN AVENUE, SUITE 500 \\\ SEATTLE, WA 98104-1035 \\\ psrc.org \\\ 206-464-7090

April 30, 2019

Elma Borbe
Senior Environmental Planner
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Subject: Tacoma Dome Link Extension Scoping Information Report

Dear Ms. Borbe,

The Puget Sound Regional Council appreciates the opportunity to comment on the Tacoma Dome Link Extension *Scoping Information Report* document. Implementation of high capacity transit to support growing communities and provide options for regional mobility is fundamental to the success of VISION 2040, the region's integrated long-range strategy for growth management, transportation and economic development. The Regional Transportation Plan, the region's metropolitan transportation plan, includes extension of high capacity transit in this corridor as a vital component of enhancing mobility and providing travel choice in the region. Accordingly, PSRC has an ongoing interest in high capacity transit system planning for the extension of light rail from Federal Way to Tacoma and has been designated as a Participating Agency in this project.

The region's future transportation system will support and help implement VISION 2040, which identifies the long-range Regional Growth Strategy for sustainably accommodating population and employment growth in the central Puget Sound region. A central element of the region's vision is to focus growth in centers and near transit. PSRC is currently updating the region's long-range plan to extend to the year 2050. As part of this plan update, the Regional Growth Strategy is undergoing environmental review. The three alternatives analyzed in the Draft Supplemental EIS continue the guidance set forth in VISION 2040 to focus growth in centers and in transit station areas, and in some instances focus the majority of growth in proximity to high capacity transit. VISION 2050 is anticipated to be adopted in 2020. We encourage Sound

Transit to review both the adopted plan and the emerging VISION 2050 update to ensure continued consistency with regional planning efforts and the Link system expansion.

We commend Sound Transit for their work on the Tacoma Dome Link Extension to date and specifically the scoping effort. In particular, we appreciate being included in the Interagency Working Group discussions associated with this project. The topics included in the Scoping Information Report span the many growth management, transportation, and economic development arenas for which PSRC oversees long-range regional planning. The Scoping Information Report has therefore been reviewed by transportation and growth management department staff.

Comments on Scoping Information Report

Draft Purpose and Need

The Draft Purpose and Need Statement references VISION 2040 in two places, but only references the 2018 Regional Transportation Plan (RTP) in one. The Tacoma Dome Link Extension project is specifically called out in the 2018 Regional Transportation Plan in the regional capacity project list (project #5685). The RTP should be mentioned in conjunction with VISION 2040 given the role of the RTP in identifying specific long-range transportation investments in the central Puget Sound region.

Including Displacement Risk in the EIS

We commend Sound Transit for including displacement risk and potential impacts to different populations and communities as part of the alternatives analysis for the Tacoma Dome Link Extension. Many transit communities are home to existing low- and moderate-income households at potential risk of displacement due to increased market strength and gentrification that may accompany transit system development. We encourage Sound Transit to continue to analyze displacement risk and include mitigation measures in the EIS to ensure all people can continue to live in and have access to thriving transit communities. Additionally, PSRC recently developed a regional displacement risk analysis that may provide additional information and data for future study in the EIS.

Including TOD Potential in the EIS

We greatly appreciate Sound Transit's inclusion of TOD potential as part of the alternatives analysis. However, we noted that TOD potential is not specifically called out in the list of "Topics to Be Addressed in the EIS." We recommend explicitly calling out TOD as a topic for further review to ensure this important aspect of high capacity transit planning continues to be featured in planning work.

Promotion of TOD, characterized by compact, walkable, mixed-use development, is key to implementing the objectives of VISION 2040, the 2018 Regional Transportation Plan, and the Growing Transit Communities Strategy that point the way toward a more sustainable, healthy, and equitable region. Not only does TOD pay significant dividends over the long term in expanded ridership, but incorporating TOD in the environmental review is an important step toward Sound Transit aligning its high capacity transit investments with current and future land use and creating a transit system that supports community building. We encourage Sound Transit to continue to include robust TOD analysis as a component of the TDLE EIS, such as parcel level analysis and market readiness studies, similar to the work completed as part of the Federal Way Link Extension.

Finally, a note on TOD potential and travel time: PSRC recognizes the importance of comparing alignment and station alternatives in terms of the resulting light rail travel time. However, there is another dimension of travel time—door-to-door travel time for transit patrons—that would enrich the discussion on TOD potential in the EIS. Residents and workers traveling to and from locations within walking distance of light rail stations in the corridor are likely to experience shorter door-to-door travel times than are travelers to and from more distant locations that require travel by automobile and particularly feeder bus transit. This is a benefit of TOD that should be made clearer and incorporated into the TOD analysis in the EIS.

The Tacoma Dome Link Extension is an important long-range investment for our region and we appreciate the opportunity to comment and participate. If you have any questions regarding our comments, please contact me at (206) 464-6360 or EHarris@psrc.org.

Sincerely,

Erika Harris

Erika Harris
SEPA Responsible Official
Puget Sound Regional Council

CC: Gil Cerise, Principal Planner
Laura Benjamin, Senior Planner

King County
METRO

General Manager's Office
201 S. Jackson Street
KSC-TR-0415
Seattle, WA 98104-3856

April 26, 2019

Elma Borbe
Senior Environmental Planner
Central Puget Sound Regional Transit Authority (Sound Transit)
401 S. Jackson Street
Seattle, WA 98104-2826

Dear Ms. Borbe:

King County Metro Transit Department (Metro) is pleased to accept Sound Transit's invitation to become a Participating Agency in the environmental review process for the Tacoma Dome Link Extension (TDLE) project (Cooperating Agency Designation, Enclosure 1). This letter responds to Sound Transit's Request for Comments on Scope of the Environmental Impact Statement (EIS) for the TDLE project and identifies staff responsibilities for the EIS process.

Metro's top three issues and needs concerning the project include:

1. Maintaining reliable and efficient service will be essential to providing mobility throughout this area of the county, especially to priority populations.

2. Station locations in the vicinity of I-5 and the associated alternative alignments will likely result in Metro having greater difficulties in trying to maintain reliable and efficient service and optimize rail/bus transfers than station locations further to the west.

3. Metro's preferred South Federal Way station location is in the vicinity of the Metro-owned South Federal Way Park & Ride. The SF 4 alternative is located in proximity to this park and ride, which is a currently under-utilized facility and provides opportunities for adequate project parking capacity (over 500 parking spaces) and/or transit oriented development. Further, this site offers the best conditions for reliable connections to transit for our shared customers and greater opportunity for mixed-use development and transit partnerships.

Sound Transit/King County Metro Coordination

As you know, Sound Transit and Metro have coordinated formally and informally on the development of at least 13 ongoing Sound Transit capital projects over the last several years. In May 2018, Sound Transit and Metro executed the *System Expansion Transit Integration Agreement* (Agreement), which commits the two agencies to delivering investments that achieve the vision of an integrated regional transit network that provides an easy and seamless customer experience. As part of this collaboration, the *Framework for Transit Integration in Capital Project Development* (Framework) was developed to formalize a capital project development process in order to ensure an integrated regional transit network. A direct benefit from this collaboration for TDLE was the inclusion of Metro's 2040 network in the development of the alternatives alignments and transportation analysis.

The Agreement and Framework outline Metro's expected contribution to the EIS process, including scoping and development of alternatives. For reference, Metro's contributions to early scoping and the proposed methodology of the transportation analysis are summarized below and feed into our comments on the current EIS scope and alternatives.

Comments on Early Scoping, May 2018

Metro responded to Sound Transit's early scoping efforts and the purpose and need for TDLE (Bill Bryant to Steve Kennedy, May 7, 2018, Enclosure 2). Key issues raised include:

- In the joint 2014 Transit Integration Report, "Getting there together," Sound Transit and Metro envisioned urban transit facilities that feature reduced travel time, a seamless system, and better customer experience.

- Station locations in the vicinity of I-5 and big box retail limits effective bus/rail integration, discourages non-motorized access, and hinders future development. The South Federal Way station location should maximize opportunities for multimodal access including efficient bus/rail transfers, transit oriented development and good urban design.

- Sound Transit should consider the Metro owned South Federal Way Park & Ride when developing station concepts. This underutilized park and ride, which currently provides 515 parking spaces, could be used for LRT parking and/or as a transit oriented development site.

Level 1 and Level 2 Evaluation Criteria, August 2018 to February 2019

In August and again in February, Metro's transportation planning team reviewed and commented on the evaluation criteria for the alternative station location analysis in the evaluation review period. Metro participated in the Interagency Group and provided written feedback during this evaluation phase. To adequately assess the potential impacts on Metro

operations and facilities, comments focused on station locations and service impacts, potential for transit oriented development, and multimodal access and integration.

During this evaluation period, Metro consistently noted that of the nine station location alternatives identified, the stations further west are more preferable for integrating with the anticipated service routes in Metro Connects. SF 4 station locations are the most preferable for Metro's ability to provide service and as a potential for transit oriented development.

Metro identified potential impacts from Alternatives SF 2, SF 3, SF 8 and SF 9 on Metro service and the local transportation network in the South Federal Way area that call for a more thorough analysis in the EIS. Our observations of expected impacts are as follows:

- The proposed project will make permanent changes to the transportation system that would affect the speed and reliability of bus services requiring robust analysis of impacts and adequate mitigation commitments.

- Direct access from SR-99 is critical to fast and reliable bus service to the South Federal Way Station. Having bus access on 16th Ave S would significantly slow buses down. Bus access to the transit center on S 352nd St would introduce an additional left turn, which would be an extremely inefficient use of bus service hours. Access to the transit center directly from SR-99 would result in the highest quality transfer experience. Access on S 348th St would introduce some delay but would be acceptable.

- The Level 2 Evaluation identifies SF 8 and SF 9 as lower ridership potential than SF 4 (highest potential) and SF 2 and SF 3 as moderate ridership potential.

The following recommendation for the scope of the EIS responds to the issues raised above and should be included in the environmental analysis for the TDLE EIS:

- Consider station locations furthest west (preferably SF 4 locations) for improved Metro access that provide for efficient connections and seamless transfers for transit customers.

Alternatives

In review of the preferred alternative station locations, Metro planning staff considered the EIS Scoping Information Report, which identifies the Draft Purpose and Need statement and contains several objective statements including:

- Encourage equitable and sustainable urban growth in station areas through support of transit oriented development and multimodal integration in a manner that is consistent

with local land use plans and policies, including Sound Transit's Transit Oriented Development and Sustainability policies.

- Encourage convenient and safe non-motorized access to stations such as bicycle and pedestrian connections consistent with Sound Transit's System Access Policy. As elaborated by King County Department of Natural Resources and Parks, establishing these strategic connections are critical in providing equitable access to region-wide mass transit and maximizing overall ridership at each station. Engage project stakeholders early to begin the process of programming the non-motorized access funds included in this project to ensure that any identified access improvement projects are completed by the TDLE revenue service date.

The station locations identified as alternatives with "more potential" (SF2 West Enchanted/352nd, SF 8 I-5/356th and SF 9 I-5/Jet) are the least supportive of these objectives.

Based on the station locations presented as alternatives with more potential, Metro would prefer SF 2 West (West Enchanted/352nd). However, Metro would most prefer any of the SF 4 alternatives over the three alternatives identified in the Level 2 evaluation. The alternatives SF 8 and SF 9 would have the greatest impact to efficient Metro service, offer the least potential for transit oriented development, and rank the lowest in terms of multimodal connections. The SF 4 options, because of the proposed location of the SF 4 station, are much better able to meet regional mobility needs and have the greatest potential for ridership expansion at the South Federal Way station.

Metro Staff Responsibilities

Going forward, Lori Burchett will continue to be the lead participant and main point of contact for Metro. John Greene will be responsible for Metro's internal coordination in support of its role as a Participating Agency during the NEPA and SEPA environmental review process. Their contact information is as follows:

Lori Burchett, AICP
Transportation Planner III
King County Metro Transit
King Street Center
201 S. Jackson St, KSC-TR-0413
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206-263-3086
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John Greene, PMP
Senior Transit Environmental Planner
King County Metro Transit
King Street Center
201 S. Jackson St, KSC-TR-0435
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206-263-0506
jgreene@kingcounty.gov

Thank you for this opportunity to comment on the alternatives and scope of the EIS. The TDLE has the potential to provide a significant benefit to the regional network and Metro

will continue to work with Sound Transit in our role as a Participating Agency. We believe that implementing the recommendations above will disclose important information needed to develop a balanced Preferred Alternative and to assist the public and decision-makers in selecting the best option.

We look forward to continuing our collaboration to achieve the best project for our shared customers across the region.

Sincerely,

Rob Gannon
General Manager
King County Metro Transit Department

Enclosure 1. Tacoma Dome Link Extension Project Cooperating Agency Designation

Enclosure 2. Metro Early Scoping Response Letter, May 7, 2018

King County
Department of Transportation
Metro Transit Division
Service Development
201 South Jackson Street
KSC-TR-0426
Seattle, WA 98104-3856

May 7, 2018

Tacoma Dome Link Extension
(c/o Steve Kennedy, Senior Environmental Planner)
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826

Dear Mr. Kennedy:

Thank you for the opportunity to submit comments on the Tacoma Dome Link Extension's purpose and need. In our joint 2014 Transit Integration Report, "Getting there together," King County Metro and Sound Transit envisioned urban transit facilities that would feature reduced travel time, a seamless system, and better customer experience. In order to reach these goals, Sound Transit should consider the following features for the South Federal Way Station.

Multimodal Station Access – The representative station location is shown adjacent to I-5 and big-box retail. This location limits effective bus/rail integration, discourages non-motorized access, and hinders future development. While considering cost and engineering challenges, the ultimate station location chosen for South Federal Way should maximize opportunities for multimodal access including efficient bus/rail transfers (Metro and Pierce Transit), transit oriented development, and good urban design.

South Federal Way Park & Ride – Sound Transit should consider this Metro owned asset when developing station concepts for the Level 1 conceptual evaluation. This underutilized park & ride could be used in the future for LRT parking or as a transit oriented development site.

King County Metro excited to collaborate with Sound Transit to significantly expand transit access to passengers throughout the Puget Sound Region. Please contact Steve Crosley at 206-477-5794, scrosley@kingcounty.gov for questions of further discussion related to the Tacoma Dome Link Extension project.

Sincerely,

Bill Bryant
Managing Director
Service Development

PierceTransit

April 26, 2019

Elma Borbe
Sound Transit
401 S Jackson Street
Seattle, WA 98104

Subject: Tacoma Dome Link Extension Scoping

Dear Ms. Borbe:

Pierce Transit received your March 29, 2019 letter inviting Pierce Transit to participate in the Sound Transit (ST) Tacoma Dome Link Extension (TDLE) Project Environmental Review Process and to provide comment by May 1, 2019. We appreciate you reaching out to Pierce Transit for this opportunity to comment. Pierce Transit has a long-standing relationship with Sound Transit and looks forward to continued coordination between agencies as we move forward with the extension of light rail into Pierce County.

Pierce Transit has participated in the TDLE Inter-Agency Group (IAG) meetings and other related project activities to date and has also reviewed various project documents and other materials. Based on our current knowledge about this project, Pierce Transit offers the following comments for your and ST's consideration.

Pierce Transit requests that sufficient layover space is incorporated into the final design of each station regardless of the site selected. Sufficient layover space is vital in the support of Pierce Transit and other transit agencies' buses for safe and efficient operations. Additionally, PT strongly suggests that ST consider the propensity for Transit Oriented Development (TOD) as one of the primary factors when deciding on the final location for each station. TOD leads to the reduction of vehicle dependency and associated congestion and the development of more localized communities centered around stations.

In addition to these comments that are relevant to all stations, below are PT's station-specific comments.

Tacoma Dome Station Location:

From the perspective of optimal transit integration using existing facilities, our rank of Tacoma Dome station location alternatives is (from highest to lowest):

1. TD 2: 25th Street West
2. TD 3: 25th Street East (provided there was an infill or relocation of streetcar platform to facilitate transfers)
3. TD 1: Puyallup Avenue
4. TD 4 West: E 26th Street to E 27th Street, TD 4 East: E 26th Street
    - Serving both TD 4 locations would require substantial mid-route deviations on four (4) Pierce Transit routes, and possibly create a need for a new layover facility for routes terminating there.

East Tacoma Station Locations:

As current ST plans do not include adding a parking structure to the East Tacoma Station location area, Pierce Transit would like ST to put significant effort into designing safe and efficient non-SOV accessibility to the station area. Station access via Pierce Transit buses, pedestrians, bicyclists, and other non-motorized users needs to be carefully planned and designed to maximize ridership opportunities.

From the perspective of optimal transit integration by minimizing fixed route deviation and maximizing non-motorized access, our rank of East Tacoma station location alternatives is (from highest to lowest):

1. ET 3A: E 26th Street to E 25th Street, ET 3B: 26th Street East
2. ET 5: E 27th Street
3. ET 2: E 25th Street
4. ET 1: Puyallup Avenue, ET 6: 26th Street West

Fife Station Locations:

From the perspective of optimal transit integration by minimizing fixed route deviation and maximizing non-motorized access, our rank of Fife station location alternatives is (from highest to lowest):

1. Fife 4A: South of 15th Street E, Fife 4B: South of 15th Street E
2. Fife 3A: North of 15th Street E, Fife 3B: North of 15th Street E
3. Fife 1: 12th Street E

South Federal Way Station Locations:

From the perspective of optimal transit integration by minimizing fixed route deviation and maximizing non-motorized access, our rank of South Federal Way station location alternatives is (from highest to lowest):

1. SF 4: 99 North
2. SF 2 East/West: Enchanted/S 353nd Street, SF 3: Enchanted/S 356th Street
3. SF 8: I-5/S 356th Street, SF 9: I-5/Jet Chevrolet

Pierce Transit appreciates the opportunity to comment on the TDLE project and look forward to working together with Sound Transit as a participating agency in the environmental review process.

Sincerely,

Sue Dreier
Chief Executive Officer

cc: Ryan Wheaton, Executive Director Planning and Community Development
Tina Lee, Planning Manager
Max Henkle, Senior Planner
Jason Kennedy, Planner Analyst
Alexander Mather, Government and Community Relations Officer

CITY OF
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Centered on Opportunity

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Jim Ferrell, Mayor

April 30, 2019

Mr. Curvie Hawkins
Ms. Elma Borbe
Sound Transit
401 S Jackson Street
Seattle, WA 98104

Re: Tacoma Dome Link Extension Project EIS Scoping Comments

Dear Mr. Hawkins and Ms. Borbe:

Thank you for the opportunity to comment on the scoping effort for the Tacoma Dome Link Extension (TDLE) Project. The Mayor and City Council have not provided formal comment at this time. The comments below are of a technical nature and are intended to reflect the opportunities and constraints of the alternative alignments and station locations.

General Comments

1. Streets in the vicinity of any of the station alternative locations tend to be heavily impacted by traffic congestion created by daily commuters, retail shoppers, diversion from Interstate 5 congestion and destinations like Wild Waves. Mitigation may be necessary to address the impacts of a new station and any location. Specific areas of concern include:
    - S 348th St between 1st Ave S and Interstate 5
    - S 352nd St between Pacific Highway S and the proposed 18th Ave S
    - S 356th St between 1st Ave S and SR 161
    - Pacific Highway S between S 336th St and S 356th St
    - SR 161 between SR 18 and Milton Road S
2. New roadway connections may be necessary to help divert traffic from congested arterials and improve non-motorized access to the station, such as 18th Ave S between S 352nd St and S 356th St, and connection 9th Ave S to S 352nd St between Pacific Highway S and S 348th St. Widening of the existing corridor could be required, such as S 356th St between 1st Ave S and Pacific Highway S, or SR 161 between S 352nd St and Milton Rd S.
3. Similarly, pedestrian and bicycle access may be limited by incomplete networks to serve the station locations. Particular gaps include S 356th St between 1st Ave S and Pacific Highway S and a planned multi-use path connecting 9th Ave S and S 352nd St between S 348th St and Pacific Highway S. This would also improve non-motorized access between the proposed station and the existing South Federal Way Park and Ride Lot.

4. All of the proposed station locations could involve access points to the street system that would be difficult to accommodate full access to bus transit due to access management standards and queuing at intersections. The access could involve routing busses on S 352nd St or other roadways, the pavement for which was not designed to accommodate transit vehicles. As such, the structural impacts of bus routing to serve the station on existing pavement structures should be evaluated.
5. Existing and planned bus transit service to the station locations is relatively minimal. However, the proximity of the station to SR 18 and SR 161 is likely to attract trips from southeast King County and northeast Pierce County as well as northeast Tacoma, areas which have minimal to no bus transit service. The resulting mode split for trips to and from the station is likely to be heavily oriented towards single occupant vehicles and increase parking demand. Currently, there are no City streets with on-street parking within a quarter of a mile in any of the station sites that could absorb overflow for parking and surrounding retail parking lots may be illegally used instead. Mode split assumptions and parking demand needs to be carefully evaluated to consider this issue.
6. WSDOT plans to construct the next phase of the I-5 / SR 18 / SR 161 Triangle project in the 2025-27 biennium. This includes the addition of a southbound off-ramp from I-5 to SR 161 and S 356th Street. The project would also replace the traffic signals at the SR 161 / 16th Avenue S / S 356th Street intersection with a two-lane roundabout. The additional traffic generated by the station may necessitate increasing the size of the roundabout to three lanes. Close coordination with WSDOT and the City will be necessary to avoid reconstructing newly-constructed facilities.
7. Any of the station alignments need to continue close coordination with the City regarding the City Center Access project and S 324th St extension. Sound Transit has been a partner to-date in the planning effort and the selected TDLE alignment and South Federal Way Station must not preclude the City Center Access or S 324th St Extension projects.
8. As part of the Federal Way Link Extension project, substantial input was gathered resulting in the Interstate 5 alignment for that project. Within City limits, the City wants to ensure that previous, current and planned City capital and outside agency capital projects are not adversely impacted by the proposed TDLE track alignment and station.
9. The owners of the Belmor Mobile Home Park have had multiple discussions with the City regarding significant redevelopment at the Mobile Home Park and submitted a comprehensive plan amendment for consideration in 2019. The TLDE Project team will need to coordinate closely with the proposed development.
10. The Federal Way Police Department expects an increase in emergency calls, traffic collisions and traffic related delays to respond to incidents. The impact to police operations will be a major consideration in the EIS process and a joint security substation between Federal Way Police and Sound Transit Security may be warranted in the vicinity of the South Federal Way Station.
11. The EIS scope needs to include a financial analysis of the business and property tax revenue impacts associated with property acquisitions for each alternative. Property impacts and resulting reduction of local tax revenue are important to the City Council and Mayor as they impact the City's general fund and level of service delivery to citizens.

Interstate 5 to Enchanted Parkway Alignment: Station SF 2 West

1. Station SF 2 West has less impact to existing businesses and infrastructure improvements of the than station SF 2 East and has one less larger roadway barrier for patrons west of Enchanted Parkway to access the station.
2. The proposed SF 2 station location on the north side of the recently completed S 352nd St improvements has many benefits including multi-modal station access, reduced congestion approaching the station compared to access off Pacific Highway S, S 348th St or Enchanted Parkway South, and high transit oriented development potential.
3. The EIS scope needs to include evaluation of soil contamination and potential remediation measures from industrial activity at this location and adjacent sites.
4. Enchanted Parkway is a Principal Arterial within the City and approved Link Light Rail construction related street closures will be limited.
5. The EIS scope will need to evaluate wetland and stream impacts to the East Fork of Hylebos Creek, part of the City's primary salmon watershed. Any mitigation required must be completed within City limits in the Hylebos Watershed.

Interstate 5 to Enchanted Parkway Alignment: Station SF 2 East

1. Business and property impacts at SF 2 East are greater than SF 2 West.
2. Note that Costco has permit applications in with the City for fueling station upgrades.
3. Non-motorized patron access from west of the SF 2 East location requires crossing both Pacific Highway S and Enchanted Parkway South, likely reducing the distance of the station walkshed. The EIS scope will need to evaluate wetland and stream impacts to the East Fork of Hylebos Creek, part of the City's primary salmon watershed. Any mitigation required must be completed within City limits in the Hylebos Watershed.

Interstate 5 to Enchanted Parkway Alignment: Station SF 3

1. Station SF 3 is essentially a west facing station alternative iteration of Station SF 8 or SF 9, however the track guideway alignment to access Station SF 3 has more impact to businesses and is likely more expensive.

Pacific Highway S Alignments: Station SF 4 (Options A, B, C, and D)

1. The Pacific Highway S alignment shown north of Station SF 4 remains unpopular with City staff and elected officials. The City spent several million dollars over the better part of ten years improving Pacific Highway S with HOV lanes, landscaped medians, signal and driveway improvements. Further right-of-way acquisition required by the TDLE project in this alignment could turn many of the remaining business frontages into remnant parcels that cannot be developed.
2. The Pacific Highway S alignment shown south of Station SF 4 on the west side of Pacific Highway S has substantial critical areas impact to several parcels, including parcels owned by the City and acquired with King County Conservation Futures Funding. The EIS scope will need to evaluate wetland and stream impacts to the West Fork of Hylebos Creek, part of the City's primary salmon watershed. Any mitigation required must be completed within City limits in the Hylebos Watershed.

3. Station SF 4 is within a six-month, one-year and five-year critical aquifer recharge area and the EIS scope needs to include wellhead monitoring and mitigation. The alignment is also within the six-month and one-year wellhead capture zone and foreseeable environmental impacts must be evaluated in the EIS scope.
4. Station SF 4 is closer to residential, office and medical land uses west of Pacific Highway S and served better by existing bus services. However, it is bisected by S 348th St and the intersection of Pacific Highway S and S 348th St will be congested and difficult to serve by bus.

Interstate 5 Alignment – Stations 8 and 9

1. The EIS scope for a station at SF 8 or SF 9 must evaluate the need for a pedestrian bridge over Interstate 5.
2. The transit oriented development potential of a station at SF 8 or SF 9 is lower than that of SF 2 West or SF 4.
3. The next phase of the I-5 / SR 18 / SR 161 Triangle project that includes the addition of a southbound off-ramp from I-5 to SR 161 and S 356th Street and replaces the traffic signals at the SR 161 / 16th Avenue S / S 356th Street intersection with a two-lane roundabout. Station alternative SF 8 and SF 9 straddle this WSDOT project.

Sincerely,

EJ Walsh, P.E.
Public Works Director

Brian Davis
Community Development Director

cc: Jim Ferrell, Mayor
City Council
Tony Doucette, City Staff Liaison
Dayfile

FIFE
WASHINGTON

April 23, 2019
Sound Transit Board
C/o Board Administrator
401 South Jackson St.
Seattle, WA 98104-2826

Honorable Sound Transit Board members,

Thank you for this opportunity to provide "scoping comments" on the Tacoma Dome Link Extension project that will complete the light rail spine through the City of Fife and extend to the Tacoma Dome. The City of Fife remains fully committed to working together with the Transit Board to provide our full support and assistance in the design alternatives process and construction phases that follow. We offer the following "scoping comments" for your consideration to further strengthen and enhance partnership opportunities as we continue to move forward with site design alternatives and construction. **The Fife City Council**:

1. **Strongly favors the Fife 3b as the preferred alternative** and Fife 3a as an alternative. Fife 1 could be an alternative only if one is required. The city has significant concerns with Fife 4 due to increased congestion impacts along Pacific Highway which includes freight disruption.

2. **Strongly favors the Pacific Hwy as the preferred alignment** (between the Fife Station extending west to Port of Tacoma Road) and I-5 as the study alternative. The Pacific Highway alignment will provide an opportunity for adding a station in the distant future, east/west bike/pedestrian enhancement connecting to other trails and increased redevelopment opportunity to include housing and expanded ridership.

3. **Strongly encourages that a separate detailed financial analysis of property impacts be conducted for the area extending between 54th Ave E (on the East) and Port of Tacoma Road (on the West).** This will provide a more accurate baseline comparison concerning the alignment through Fife.

4. **Directed the Fife Community Development Director and Public Works Director to submit a separate and more detailed scoping letter** on behalf of the City of Fife that is consistent with these Council scoping comments.

Thank you again for the opportunity to provide our scoping comments on the work that has been completed. The City of Fife remains committed to making TDLE a success for all of our citizens, businesses and transit riders.

Sincerely,

Kim Roscoe

Kim Roscoe
Mayor

cc: Bill Sterud, Chairman Puyallup Tribal Council, 3009 E. Portland Ave., Tacoma, WA 98404
Bruce Dammeier, Pierce County Executive, 930 Tacoma Ave. S. Room 737, Tacoma, WA 98402
Victoria Woodards, Mayor of Tacoma, 747 Market St., 12th Floor, Tacoma, WA 98402
Jon Wolfe, Chief Executive Officer, Northwest Seaport Alliance
Andrew Strobel, Director of Planning and Land Use, Puyallup Tribe of Indians
Dean Moberg, Federal Hwy. Admin, Washington Division
Roger Millar, Acting Director WSDOT, POB 47370, Olympia, WA 98504-7370
Elma Borbe Sound Transit Senior Environmental Planner

FIFE
WASHINGTON

April 30, 2019
Sound Transit Board
C/o Board Administrator.
401 South Jackson St.
Seattle, WA 98104-2826

Honorable Sound Transit Board members,

Thank you for this opportunity to provide "scoping comments" on the Tacoma Dome Link Extension project. The intent of this "Scoping Comment letter" is to add detailed comments in addition and support of the Fife City Council scoping comment letter dated April 23, 2019.

1. **Fife strongly favors the Fife 3b as the preferred alternative.** Station Fife 3 is the most consistent with adopted Comprehensive Plan polices for the city center and planned transportation infrastructure. As Sound Transit refines the design and evaluates the impacts:
   - **A.** The station must be shifted westerly to span the new north/south street;
   - **B.** Rail should maintain an east-west alignment east of 54th Ave E to preserve the city center gridded street pattern;
   - **C.** Rail should start to curve south west of the existing commercial area on the west side of 54th – the Poodle Dog Plaza – in order that that area can support the city center'
   - **D.** Parking structure must be operational at the time of station opening since it is the only new parking available for the southerly three new stations.
   - **E.** Include a parking demand analysis to ensure the garage is properly sized for the long term. The study should be well integrated with the traffic impact analysis and address how operational pricing and enforcement impact projected residential and commercial uses.
   - **F.** Analyze improving alternative modes of travel (pedestrian, bicycle, bus transit, drop-off) and identify Bike/pedestrian connection to riders south of I-5;
   - **G.** Must follow best practices for low-impact development
   - **H.** Fife 1 should be eliminated from further review unless needed as an alternative. It is less consistent with the Comprehensive Plan for City Center and transportation infrastructure plans.
   - **I.** Fife 4 should be eliminated from further review since it is the least consistent with the Comprehensive Plan; significantly impacts existing affordable housing to the east; and, increases existing congestion impacts along Pacific Highway which further worsens freight disruption.

Rail extension from Fife/Milton City limits to Station location

J. Direct a qualified professional archaeologist, approved by the Puyallup Tribe of Indians, to prepare a cultural resource assessment in consultation with the Puyallup Tribe of Indians, for all off-site construction lay-down areas and on-site improvement areas

K. Provide "Critical Areas" analysis for streams, wetlands, aquifer recharge, frequently flooded area, seismic hazard areas fish and wildlife habitat pursuant to Title 17 of the Fife Municipal Code.

L. Consider the impact and timing of the ST-3 rail location and improvements in relation to the Hylebos Creek and WSDOT's SR-167 "Riparian Restoration Program."

M. The transportation study above should also identify any short term construction impact

N. Identify locations for stormwater treatment

O. Identify construction staging sites

P. Identify street improvements necessary for station access;

Q. Avoid impacts to the constructability of planned frontage road, parallel to and southwest of the new Gateway freeway, between SR 99 and 8th Street E.

R. Prepare a view shed analysis to identify any impacts on residences north of Pac Hwy at the curve and the weave through SR-167.

2. **Fife strongly favors the Pacific Hwy as the preferred rail alignment** between the Fife-3 station extending west to Port of Tacoma Road. The Pacific Highway alignment:
   - A. Preserves the opportunity for adding a station in the distant future (ST-5?)
   - B. Allows an east/west bike/pedestrian facility connecting to other regional trails;
   - C. Increases redevelopment opportunity to include housing and expanded ridership post rail construction;
   - D. Should transition over to I-5 at the Port of Tacoma Interchange (POTI) area to further lessen commercial property impacts between POTR and the Puyallup River;
   - E. Should cantilever partially over the Pac Hwy ROW to the maximum extent possible to further lessen "property takes" during construction and long term operations;
   - F. The I-5 alignment alternative is not preferable for the following reasons:
     - i. Whether elevated or at grade, it further exacerbates appearance of "walling off" the north half of Fife. "Walling-off" is a significant equity/justice issue for Fife;
       - + At grade rail has negative visual impacts with security fencing and possibly sound attenuation features
       - + Elevated rail, intermittent concreted structures and combined with security fencing and sound attenuation features impact property views;
     - ii. Impairs potential future I-5 widening when needed, which is already at capacity in PM peak (such as additional lanes);
     - iii. Increased conflicts with Fife planned I-5 improvements for replacement on/off ramps west of 54th Ave E;
     - iv. Increased conflicts with planned Frank Albert bridge span over I-5;

v. Fife owns property along the I-5 corridor zoned Public Use/Open Space slated for park development;
vi. Significant impact on "view properties" from abutting existing commercial and medical facilities;
vii. View and emission impacts to existing Chateau Rainier affordable housing complex owned by Pierce County;
viii. Larger property tax and sales tax revenues reduction impact on City of Fife;
ix. Larger "property takes" for construction and operations (since a portion of PacHwy alignment can be designed to overhang onto Pac Highway ROW.
x. The I-5 alignment will need to be at a "third level" to cross over the highway bridges which cross over I-5, while the SR 99 alignment could be roughly the same elevation as the highway bridges. The extra height would substantially increase the visual impact.

3. **Conduct separate detailed property impact analysis on properties and business for the area extending between 54th Ave E (on the East) and Port of Tacoma Road (on the West).** Impacts to Fife's business are of significant concern and importance to Fife. Detailed analysis is necessary to identify specific property impacts to each property owners/business in this segment. The current/preliminary property impact analysis examines the entire 4-mile Fife segment (out of the total 9.7-miles) extending from the King/Pierce County Line to the middle of the Puyallup River and the 3B is characterized as totaling $100M more than 3A. We feel that this distorts the true comparison/decision when comparing the two alignments. To assist decision makers, this 4-mile segment should be divided into smaller segments. Specifically, we request a more detailed baseline comparison concerning the two alignments (3A and 3B) for the area between 54th Ave E to Port of Tacoma Rd only:

A. An apples-to-apples analysis should include the current matrix indicators and be expanded to include # of businesses (owners & tenants) impacted during construction and long term operations; value of land removed from property tax rolls, projection of sales tax loss, and identify the area returned for redevelopment post construction;
B. The PacHwy alignment impact should be narrowed to reflect a smaller construction and operations foot-print resulting from of extending over a portion of the existing ROW and the Fife-A alignment should consider future I-5 compatibility;
C. Identify emission impacts on residential and commercial uses (noise, light, glare, security lighting, concussive or vibration, during construction and long term operations and maintenance;
D. Clarify whether the electric power causes any disruption interference;
E. Provide photographic view analysis of structures and security features on each of the impacted I-5 frontage properties (3A) to include view of the property looking north from I-5 and from the properties looking south toward Mt. Rainier. (ex.: Salish Cancer Center/PC Housing/other commercial properties).
F. Provide photographic view analysis north from I-5 of 3B structures.

Thank you again for the opportunity to provide our scoping comments on the work that has been completed. The City of Fife remains fully committed to working together with Sound Transit to provide our full support and assistance in the DEIS/FEIS process and construction phases that follow The City of Fife remains committed to making TDLE a success for all of our citizens, businesses and transit riders.

Sincerely,

Steven Friddle
Director of Community Development

Russell Blount
Deputy City Manager/ Public Works Director

cc: Bill Sterud, Chairman Puyallup Tribal Council, 3009 E. Portland Ave., Tacoma, WA 98404
Bruce Dammeier, Pierce County Executive, 930 Tacoma Ave. S. Room 737, Tacoma, WA 98402
Victoria Woodards, Mayor of Tacoma, 747 Market St., 12th Floor, Tacoma, WA 98402
Jon Wolfe, Chief Executive Officer, Northwest Seaport Alliance
Andrew Strobel, Director of Planning and Land Use, Puyallup Tribe of Indians
Dean Moberg, Federal Hwy. Admin, Washington Division
Roger Millar, Acting Director WSDOT, POB 47370, Olympia, WA 98504-7370
Elma Borbe Sound Transit Senior Environmental Planner

City of Tacoma
City Manager

May 1, 2019

Elma Borbe
Sound Transit
401 South Jackson Street
Seattle, WA 98104

RE: Tacoma Dome Link Extension – Scoping Comments

Dear Ms. Borbe:

Development of the Tacoma Dome Link Extension (TDLE) is a landmark investment for Tacoma and for the Puget Sound region. Communities in the South Sound have been waiting for completion of the LINK "Central Spine" since before ST2. This project will finally connect that spine to the second largest city in the Puget Sound and with the comprehensive web of transportation options that weave the South Sound together and with destinations far beyond.

In recognition of the importance and the City of Tacoma's role in the successful delivery of the project, we offer the following comments for your consideration during the project's Environmental Impact Statement (EIS) process.

The City Council is expected to take legislative action in late May or early June 2019 to forward its comments and recommendations to the Elected Leadership Group and the Sound Transit Board. In anticipation and support of the policy-level action of the City Council, which will include specific recommendations on station options that should move forward, our comments are mainly focused on technical issues that should be studied in the EIS process, representing the concerns and suggestions of City staff, as well as community, commission and Council input. In addition, we are also highlighting some of the City's core values we believe are essential to shaping the TDLE project in a manner that will maximize its potential for connecting our region. Comments are numbered for easy reference and not listed in any particular order of importance.

A. Core Values

1. **Destination City** – Tacoma is the second largest city in the Puget Sound Region. It is recognized as a Metropolitan City in the Puget Sound Regional Council's Vision 2040 regional growth strategy, which is the top-tier of its regional designations and an area responsible for absorbing a major share of the population and employment growth of the region. The Dome District is within the City's Downtown Regional Growth Center, which is designated both locally and regionally as a focus for growth and a major destination within the region. For example, the Tacoma Dome is the largest indoor venue in the state of Washington. In 2017, eight of the top 25 North American tours and five of the top 25 worldwide tours played the Dome. The draw of the Tacoma Dome is just one example, but it alone demonstrates Tacoma's unique status along the TDLE corridor. As a destination for the region, the state and, in fact, world, we would miss the mark if we did not develop the TDLE in a way that supports the visitor or commuter in feeling that they have arrived at a "place", versus simply passing

through. We would like to work with Sound Transit in consciously exploring, designing and incorporating elements that achieve this sense of destination and place.

2. **Equity** – The Equity and Empowerment Framework, adopted by the City Council in 2014, makes equity a consistent guiding principle across City services and policies. Equitable service delivery to residents and visitors is a chief goal of the framework. Equity is also one of the core values identified in *Tacoma 2025*, the City's Ten-Year Citywide Strategic Plan and Vision adopted by the City Council in 2015. The City supports equitable access to transit and improved access to job centers, consumer amenities and public services. We are aware that Sound Transit is also committed to equity in its service delivery – including maximizing transportation affordability and targeting investment in underserved communities to improve access. We are not only committed, but obligated, to use an equity lens in the development of the TDLE to ensure that its benefits are available to and reach a diversity of populations in our community.

3. **Economic Development** – The City of Tacoma is recognized and expected to serve as a Regional Growth Center for the healthy and sustainable growth of the Puget Sound. In responding to the many challenges and opportunities associated with such growth, the City and the community have consciously made "Economic Vibrancy and Employment" one of our strategic focus areas, as specifically called out in *Tacoma 2025*. We value the light rail extension as a complement and catalyst for economic development. We support Sound Transit's consideration of economic development as a critical factor and ensuring station locations and the connections between those locations support and promote the economic vitality of our region and City.

4. **Connections** – The vision of Tacoma's Transportation Master Plan (TMP), an element of the *One Tacoma* Comprehensive Plan, is a sustainable community with many residents, businesses and visitors who have various transportation needs and priorities. The City is strategic in how it plans its transportation system with an emphasis on carrying the people and goods that foster Tacoma's culture, character, and competitiveness. The transportation system offers multimodal travel options that provide safe access for all users and neighborhoods, encourage healthy living and protect the environment. The TDLE will, without doubt, become a major connection in this vision and, as such, must be consistent with the TMP and the *One Tacoma Plan.*

5. **Urban Fabric** – Transit is recognized today as more than transportation. We look to major cities across our nation for examples of how transit has contributed to and is an integral component of communities that are a tight weave of housing, jobs, entertainment, recreation, services and other qualities of life. We envision the TDLE as a major contributor to that fabric in our community, particularly in the Tacoma Dome Station area where transit-oriented development is occurring at an unprecedented pace. We have a vision for the Dome District as a Transit-Oriented Development hub and a growing, regional Entertainment District (*Tacoma 2025*, *One Tacoma Plan*, *South Downtown Subarea Plan*). It is important that the Dome District be viewed as a dense, mixed-use urban area with destination entertainment venues and a high potential for housing development rather than solely as a transit corridor/hub. As indicated previously, the City continues to have concerns about the aesthetic, noise, development and economic impacts associated with a fully elevated corridor, particularly as it travels into Tacoma's Downtown – in this area in particular, these types of significant infrastructure investments must fit within the already well-established urban

fabric as this is not a place that can be redesigned around the infrastructure. In that vein, the "cut-and-cover" and the "over-the-Sounder" alternatives to the elevated stations and alignments as currently presented that were brought up by participants at Sound Transit's community workshops, by City staff, and by the Mayor, represent design alternatives that could contribute to the urban fabric of our community and are worthy of further examination. If there are other design alternatives that similarly balance the needs for efficient, convenient transit service while supporting dense, transit-oriented development in a developed urban environment, they should also be explored. Sound Transit must underscore the importance of this factor – integration with and strengthening the existing and planned high-density urban environment – to frame the development of the TDLE.

6. **Multi-Jurisdictional Partnership –** "Partnerships" is also one of the core values and guiding principles identified in *Tacoma 2025*. We are committed to the continuous collaboration with Sound Transit and other jurisdictions and agencies involved in and affected by the TDLE project. In particular, the City applauds Sound Transit's efforts to date and encourages continued close coordination with the Puyallup Tribe of Indians, one of our most significant partners. Additionally, the City of Tacoma, the Port of Tacoma, and the Puyallup Tribe have entered into a multi-jurisdictional partnership, along with the City of Fife and Pierce County, to develop a subarea plan for the Tideflats area. This plan will refine the land use and transportation assumptions for the areas surrounding the Tacoma Dome, East Tacoma and Fife Stations. We encourage Sound Transit to work closely with the City to account for this planning effort in the development of the TDLE project.

B. Technical Issues

Through the upcoming environmental review and project design phase, the following specific issues deserve in-depth analysis and special consideration:

1. **Safety**
   a. Transportation safety should be included as an evaluation criterion for all alternatives. The impact of any at-grade crossings, in particular, should be considered. The draft EIS should also describe the improvements which will be made to the roadway network to enhance safety.
   b. Analyze the potential for this infrastructure facility to create new opportunities for blight and undesirable or criminal activities, and potential Crime Prevention Through Environmental Design (CPTED) options and/or other mitigations that could reduce this potential.

2. **Equitable Access**
   a. Analyze the impacts on equitable access to job centers, consumer amenities and public services.
   b. Access to and from the new stations must be convenient and safe for all residents, employees and visitors. Both of Tacoma's station locations will require significant analysis and consideration for access, including the proposed East Tacoma Station as it is separated from many of the surrounding destinations by existing infrastructure barriers (Interstate 5, Sounder corridor, etc.)

3. Development Potential

a. The process must include evaluation of factors relative to how this transit investment can be developed in a manner that is most supportive of economic development, and particularly transit-oriented development, to include maximizing future development potential, avoiding the creation of remnant parcels, and avoiding impacts which may reduce practical or permissible future development due to building offsets, maintenance and constructability concerns, fire and life safety, or related issues.

b. Analyze route, station locations, and design alternatives to identify options that maximize the potential for dense urban, mixed-use and entertainment developments and minimize the loss of property otherwise available for development, particularly in the Dome District.

c. Ensure that the station design is integrated into a land use and transportation environment which is significantly denser than the current environment, particularly in the East Tacoma Station area.

d. The environmental review process must include an examination of consistency with regional transportation and land use plans and the City's adopted policies and plans, including the *One Tacoma* Comprehensive Plan and some of its elements that are most relevant to the projects, such as the Transportation Master Plan and the South Downtown Subarea Plan.

4. Visual, Noise and Urban Design Impacts

a. Analyze potential visual and urban design impacts, including impacts associated with shading, effects on trees and vegetation, the use and quality of urban public space, obstructing views (especially water views) from planned and future development, the potential for obscured store-fronts and increased signage costs, more difficult access, the potential to physically and psychologically "divide" these neighborhoods, and the potential to limit roadway operations and streetscape design flexibility over time.

b. Analyze the possible noise and air pollution and evaluate design options and/or mitigations to eliminate or reduce such impacts.

5. Archaeological and Cultural Elements

a. This corridor passes through areas in close proximity to known culturally significant areas, archaeological sites and designated historic structures, as well as areas that are considered to have a high probability of containing archaeological sites. The environmental review should include an in depth analysis of known elements, potential discoveries and impacts.

6. Street Networks

a. For the East Tacoma Station, the community noted significant opportunity to reconfigure the existing City street network to enhance the safety and efficiency of access to the project. The City anticipates that some of these reconfigurations may be necessary to adequately provide access to the East Tacoma Station, and that some preliminary design may be required to adequately evaluate the strategies for providing traffic circulation to and from the station.

b. In the East Tacoma Station area, analyze the impacts to traffic flow on the Portland Avenue corridor, including the impact on freight transportation.

c. The Transportation Master Plan designates Portland Avenue as a corridor which is important to many modes of transportation, including high-capacity transit and bicycling. Please ensure that the environmental analysis addresses how the alternatives will support the goals in the City's *One Tacoma* Comprehensive Planning documents. The analysis should address how the designs will integrate with the planned modal priorities along Portland Avenue, including how the proposed station will facilitate connections to future high-capacity transit service and how the station location and design will facilitate connections to the surrounding community via active modes of transportation.

d. The community workshops identified a need to make enhancements in the vicinity of the East Tacoma Station to address the current lack of active transportation facilities. A representative example is the need to improve connections from the proposed station locations to the community which will be most served by the new station, which is on the opposite side of Interstate 5, and the idea that a new pedestrian bridge from the station area to the casino area could address some of this need. The environmental analysis should discuss how the station will integrate with active transportation facilities on Puyallup Avenue, Bay Street, Portland Avenue, L Street, and a potential new bridge over Interstate 5.

e. We encourage Sound Transit to adopt a design timeline which accounts for the active participation in the upcoming planning exercises associated with the Tideflats Subarea Plan to re-configure the transportation network and re-imagine land uses around the East Tacoma Station. There may also be significant opportunities for partnership between the City, Port of Tacoma, Sound Transit, Puyallup Tribe and others to work together to re-envision this particular area so that it best capitalizes on this significant investment while meeting the needs of so many different stakeholders.

7. Multimodal Connections

a. Evaluation of the alternatives, and the location and design of the stations, should place paramount importance on the connections to other modes. Stations should explicitly accommodate, at a minimum, the following transportation choices: transportation network companies, taxis, charter buses, and other for hire vehicles; pedestrians; bicyclists; dockless bike and scooter share; vanpool and carshare; private shuttles; and local and regional bus transit.

b. Evaluate traffic circulation to and from the station, including both the surface network serving the station and the loading and parking areas at the station. Management of each trip type—parking, bus, shuttle, taxi, transportation network company, and private curbside service, for instance—should be included in the analysis, including the expected strategies for storing and segregating those trips within the station area. The evaluation should also discuss how the station design will accommodate future flexibility in design to accommodate shifting demand for different modes.

c. Evaluate the potential impacts of the new station and improvements on the planned modal priorities in the Transportation Master Plan, which shows the key networks for each mode.

d. The transportation and access evaluation will need to account for large events because of the significant, regional entertainment venues located in these stations areas, including the Tacoma Dome and the new Puyallup Tribal Casino.

8. Pedestrian and Bicycle Connections

a. The analysis should include the degree to which pedestrian access to the new service, and the pedestrian cross-connections to existing services such as Sounder and Tacoma LINK, are separated from other modes. The safety of each connection should be assessed in the environmental documents. For the Tacoma Dome Station, the analysis should consider the extent to which off-street connections can be made directly to other modes of transportation around the area. Safe connections which do not rely solely on the existing connections within the right-of-way will reduce interactions with at-grade rail crossings, intersections, and other potential conflicts.

b. The City's *One Tacoma* Comprehensive Plan establishes a modal hierarchy which places pedestrians at the highest priority. Pedestrians are assumed to be a priority on every street. The City also views strong pedestrian access as essential to the long-term success of the TDLE. The ease and convenience of active transportation connections should be included as part of the environmental analysis, including whether or not the pedestrian routes are protected from the elements, grade changes, walkway and bikeway widths, bicycle accommodations at stations, running slopes, and the directness and distance of routes.

c. During the community workshops, several stakeholders mentioned the concept of modifying station locations so that pedestrian access points can be provided on opposite sides of busy streets. This concept would reduce the number of at-grade pedestrian crossings, and should be a design alternative evaluated in the environmental analysis.

d. Analyze the station locations for best pedestrian connections to job centers and consumer amenities such as shops and entertainment venues, as well as most convenient linkages between transit for tourists and travelers.

e. Necessary positive outcomes of any transit project must include enhanced personal safety, strong pedestrian and bicycle connections to the rest of downtown and urban amenities such as on street parking in front of shops, walkability and placemaking.

9. Parking

a. Consider parking impacts along the entire transit system (Tacoma LINK, Pierce Transit). The current concept for the East Tacoma Station does not include any associated parking. While the Tacoma Dome Station has the potential to have some of the best multimodal connections in the region, the East Tacoma Station area is not expected to have the same opportunities. The environmental analysis should discuss how people will travel to and from the East Tacoma Station. If parking is provided, the analysis should discuss how the parking will be managed (e.g., by using congestion pricing and/or providing competitive pricing for vanpools) to help maximize ridership and help the City achieve its mobility, safety, and mode split goals.

10. Construction and Operation Impacts

a. The impacts of the operation and construction of the alternatives should be included, including impacts to existing businesses and impacts to existing transportation; particularly transit services operating at Tacoma Dome Station.

b. Construction of this system will necessitate modifications to existing utility, transportation and other infrastructure. These impacts need to be fully assessed during the environmental review process to ensure the project can be implemented in a way that ensures the continued operation and integration of these other critical facilities.

11. Future Extension

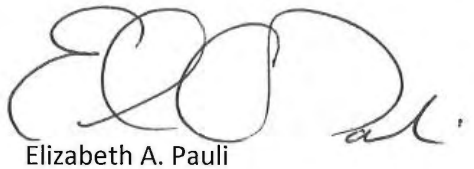
a. The City's Transportation Master Plan envisions the future extension of Central LINK to the Tacoma Mall Area. This future extension is also incorporated into Sound Transit's long-range plan, and funding for study of this extension was included in the ST3 package. The draft EIS should address the future feasibility of this extension, at least as it relates to station location and design alternatives.

12. Project Delivery

a. Recognizing the increasing transportation demand of the region, we encourage Sound Transit to explore alternatives which would allow advanced delivery of the project. The evaluation should assess how different alternatives may encourage or discourage the timely completion of the project, including impacts to the feasibility of funding, permitting, or constructability.

Thank you for the opportunity to comment. The City of Tacoma looks forward to our continued partnership on this very exciting project. We believe these types of high-capacity connections are absolutely key to providing the full menu of transportation alternatives necessary to meeting the needs of the region and our growing population in a more sustainable and resilient way. We are committed to continuing to work closely with Sound Transit through the environmental review and project design process to ensure the successful and timely delivery of the TDLE project.

Sincerely,



Elizabeth A. Pauli
City Manager

c: Mayor Victoria Woodards and Members of the Tacoma City Council
Jackie Flowers, Director, Tacoma Public Utilities
Peter Huffman, Director, Tacoma Planning & Development Services Department
Kurtis D. Kingsolver, P.E., Director, Tacoma Public Works Department
Jeff Robinson, Director, Tacoma Community & Economic Development Department
Brian Boudet, Planning Division Manager, Planning & Development Services Department
Alisa O'Hanlon, Tacoma Government Relations Office

APPENDIX E

Scoping Comments from Businesses, Commissions, and Community Groups

Appendix E. Scoping Comments from Businesses, Commissions, and Community Groups

EMAIL COMMENTS AND COMMENT FORMS

Date Received
04/17/2019

Source
Email

Communication
Dear Sir,

Per instructions from Wilbert below, I am providing comments regarding my concerns with the various rail options.

My property is 4420-4500 Pacific Hwy E, Fife, WA and fronts onto Pacific Hwy E. From what I can see in the maps of the various routes, all but one would pass through or very near where the property is located. All the businesses at this property are retail-focused and many our restaurants that depend on heavily drive-by traffic. A construction project of this size and disruption could cause an significant adverse disruption to the normal flow of these business or block their businesses entirely. (Looking at the route map, the Reservation has housing between us and I-5, this would mean that the rails might go completely over our property, if they are on the south side of Pacific Hwy.)

We are not objecting to the improvements, and we do believe that every area must continue to improve its infrastructure. We would like to know that any harm caused to us or our tenants is part of the cost of installing that infrastructure. Thus, we would like to know exactly where the various route options would be installed and how impacts to us and our tenants would be mitigated.

Thank you,

Brett
Manager
Fife Pacific Plaza

Date Received
04/25/2019

Source
Email

Communication
To whom it may concern,

The Sound Transit planners recently hosted an open house event which showcased a possible route for the sound transit light rail system. While it looks fine for the most part, we did notice that the tracks cut partly through the property of Ellenos Yogurt. https://ellenos.com/about This is a major concern due to the trucks that need to maneuver in and out of the bays for deliveries. It also presents a problem for fire access to the property.

Please consider modifying the track positioning along side Ellenos so that the building can still operate freight operations and that fire vehicles can properly access the property. Thank you!

Steve Causseaux
Cell: 253-534-5667
Office: 253-845-4050
Fax: 253-770-9819

Date Received
05/01/2019

Source
Online open house

Communication
i am writing since I am a business owner (X3) i the Dome District and property owner. We want the link to come down 25th street next to the trestle and terminate on 25th and G. It can then connect via overpass or in ground. We want its future building to go underground. I want to remind the Sound Transit board of its mission of having Development around transit not ruining the neighborhood so there can be density. We have come up with good alternatives, see notes from the Dome District Development Group Thanks Daivd

---

Date Received
05/02/2019

Source
Comment form

Communication
1401 is a historical business in our community for over 50 years, called Valley Forge Repair Center and now is Mcleans Auto Repair. It would be a shame to have this business removed from is location as it is deeply respected by the community. Many other businesses will also be affected as well if we dont choose (route 3A), therefore I choose (route 3A) as the best alternative for our community. Sincerely, William J. McLean, owner.

fife1-1, Fife 3-5, Fife 4-1, SR99-1, I5-5

COMMENT LETTERS

Scoping comment letters were received from 12 businesses, 3 commissions, and 10 community advocacy groups. Letters are included in the following order:

Businesses

- Barbara Causseaux (Ellenos Yogurt)
- McCarthy & Causseaux (Ellenos Yogurt)
- Harsch Investment Properties (Fife Business Park)
- Hynes Developments (Belmor Park and Gold Club)
- Leibsohn Wallin Management (Pacific Willows Center)
- McCullough Hill Leary, PS (the Commons at Federal Way)
- Pick-Quick Drive In
- Poulsbo RV of Fife
- Target Corporation
- McDonald's Real Estate Company
- Willie Cho (McDonald's Restaurant, South Federal Way)
- Willie Cho (McDonald's Restaurant, Fife)

Commissions

- City of Tacoma Office of Sustainability
- City of Tacoma Planning Commission
- City of Tacoma Transportation Commission

Community Groups

- Dome Business District
- Downtown On the Go
- Foss Waterway Development Authority
- Futurewise
- Historic Tacoma
- New Tacoma Neighborhood Council
- Puyallup Watershed Initiative Active Transportation Community of Interest
- Transportation Choices Coalition
- Archdiocese of Seattle
- St. Paul Chong Hasang Parish

May 1, 2019

We appreciate the opportunity to comment on the location of the light rail tracks near the Ellenos building located at 34114-21st Avenue in Federal Way.

We ask that you consider the effects of your tracks on fire access, Hylebos Creek, and truck traffic around the building. Trucks need to load and unload as well as enter and exit the property without interference for the business to operate efficiently. It is imperative that the light rail tracks avoid the Ellenos property entirely so as not to interfere with their business, truck traffic around the building, truck bays, and the fire lane behind the building.

Thank you so much for your consideration in this manner.

Barbara Causseaux
One of five owners of said building.

McCARTHY & CAUSSEAUX
ATTORNEYS AT LAW | ESTABLISHED 1977

902 South 10th Street
Tacoma, WA 98405

p: 253 272 2206
f: 253 272 6439

TO: Sound Transit

FROM: Stephen K. Causseaux, Jr.

RE: **Scoping for Tacoma Dome Link Extension Light Rail Routes**

DATE: April 30, 2019

I am the president of the corporation that manages the Ellenos Yogurt building at 34114-21st Avenue, within the City of Federal Way. During the open house at the Federal Way Performing Arts and Events Center on April 23, 2019, I learned that one of the light rail track routes could possibly extend across the southeastern portion of the Ellenos parcel. The extension would not impact the building, but would impact truck parking and maneuvering areas on the eastern and southern sides of the building.

The building owners very strongly request that you locate the tracks adjacent to Interstate 5 within WSDOT right-of-way and elevate them above Hylebos Creek and its wetlands. The owners also strongly request that you not impact the Ellenos parcel at all. The buildings truck bays are located on the east side of the building which necessitates truck maneuvering areas in the east ern and southern portions of the parcel. If the tracks cross the parcel it could make the truck bays unusable. Attempting a relocation of the truck bays would be impossible due to the significant food processing improvements within the building and its internal layout. Furthermore, the fire department must have access around the perimeter of the building and tracks could interfere therewith.

Once again, please again do not cross any portion of the Ellenos parcel with light rail tracks.

Very truly yours,

Stephen K. Causseaux, Jr.

HARSCH
INVESTMENT PROPERTIES

April 23, 2019

VIA E-MAIL: TDLEscoping@soundtransit.org
Sound Transit
Ms. Elma Borbe, Environmental Specialist
401 South Jackson Street
Seattle, Washington 98104

Re: Response to Request for Comments on Scope – Tacoma Dome Link Extension

Dear Ms. Borbe:

Thank you for providing us with this opportunity to participate in the scoping activities in connection with the Tacoma Dome Link Extension ("TDLE") Project. Harsch Investment Properties is a family-held real estate investment company based in Portland, Oregon. We proudly own and operate 13 properties in the state of Washington representing approximately 2.1 million square feet of rentable space (as well as over 130 more projects in Oregon, California, Nevada, Arizona and Utah). In the primary impacted area of the proposed TDLE, we are the longtime owner of the Fife Business Park located at 5003 Pacific Highway East, Fife, Washington ("FBP"). We understand that the requested public comments at this time are to be limited to reflections on the Draft Purpose and Need for the Project, as well as on the potential EIS Alternatives. Therefore, this letter will be limited to those specific matters and we reserve the right to provide further comments as the Project continues.

We have owned FBP since 2004 and are honored that more than 132 tenants are currently located at the project and call it home. These tenants operate businesses that employ a large number of local citizens and add economic energy to the area, as well as provide vital services to the community. As a long-term holder of property, we have invested more than $15,000,000.00 in FBP to both maintain and enhance the project.

As to the Draft Purpose and Need Statement, we generally concur with Sound Transit's stated needs and endorse its goal of improving regional mobility. However, any of the EIS Alternatives chosen should give deference to existing developments and infrastructure in the region to ensure an Alternative is not chosen at the expense of these established and efficient properties. In addition, we have studied the Level 2 Alternatives Evaluation Report (as well as other materials provided by Sound Transit) and at this time, if the No Build Alternative is not selected, we urge Sound Transit to choose a route that is more aligned with I-5 rather than the one that will materially and negatively impact existing properties and businesses, such as FBP. Specifically, we favor the Fife 4A or Fife 3A Alternatives. The other Alternatives will negatively impact FBP, our tenants and members of the entire community. There are many factors that make the SR 99 focused Alternatives troublesome including the likelihood of reduced

and/or obstructed accessibility, as well as ingress and egress to FBP. More likely than not, if the SR 99 Alternatives are adopted, FBP will thereafter have significantly more vacancy and tenants will pull out of the market and look to more attractive projects with better visibility and accessibility. It is well settled that even a strong location with moderate visibility and without immediate access can render a site undesirable for tenants, employees and potential customers.

We also request that Sound Transit use land acquisition costs, adjusted for future inflation and likely appreciation, as part of its EIS scope. Acquiring sizable real estate along SR 99 will add significantly to the overall Project cost and should be closely evaluated as a Project metric.

We are committed to the mobility of the Puget Sound Region as Sound Transit improves the transportation options available to the community. Placing the TDLE along the SR 99 alternative routes will be disruptive to the citizens and businesses of Fife and erode the economic base that small businesses currently provide. We look forward to working with Sound Transit as this Project goes forward and offer our deep commercial real estate knowledge and experience. If you would like any additional information, please do not hesitate to contact me.

Very truly yours,

HARSCH INVESTMENT PROPERTIES

Jordan D. Schnitzer
President

cc: First Class Mail

Hynes Developments
210 - 1571 Bellevue Avenue
West Vancouver, B.C., Canada V7V 1A6
☎ 604-730-1570
hynesdevelopments.com

Sound Transit
410 S Jackson Street,
Seattle, WA 98104
USA

May 1, 2019

Hynes Developments owns the Belmor Park and Golf Club immediately south of the Commons Mall in Federal Way. We are currently rezoning the site to Central City Core. The application is focused on mixed use development and represents a significant potential increase in urban density and population. The proposal is based on locating a Link station directly on the site, and we see this as a requirement to support the proposed density and form of development.

The accompanying tables and drawings outline the possible configurations of density and use on the site. The overall assumed floor space ratio is in the range of 7. This assumption provides approximately 20,000,000 ft2 of development area. The inclusion of roads and green space will substantially increase local density, requiring several towers ranging between 40 and 50 floors, along with a variety of other large structures to accompany street level design and open areas.

The proposed density of the Belmor lands requires a high degree of integration between modes of transit and overall site design. In a previous submission we presented a notional station design integrated into a high-rise tower. We see this as the beginning of a cooperative approach to rail routing and urban integration and we see the station location as a magnet to attract urbanites who actively prefer public transit.

The route through the middle of the Belmor lands is to our understanding the most direct approach to the I-5 alignment. It also provides the greatest potential close catchment to a Link station on the site. These significant advantages are offset by a traditional approach to track alignment and set back, which would create a void of shadowed roadway through the site. We propose to offset roadways and rail and create a rail route that runs across streets and through structures, as illustrated in the included drawings. This will reduce street level shadowing and better support building alignments required for the proposed overall site density. We believe it will also provide an enhanced sense of connection between transit and community and are excited to explore the opportunities these alignments would create.

The balance between residential and commercial development is an important issue, and we are working with the City of Federal Way to find appropriate commercial operations to provide large scale employment to the area. The development of the Weyerhaeuser campus is an important adjunct to the Belmor proposal, supporting office development with closely located industrial and distribution opportunities. We anticipate commercial use in the range of 3,000,000 ft2, with an additional 300,000 ft2 in institutional and public uses. The balance would be in various forms of residential accommodation, yielding between 16,000 and 17,000 units.

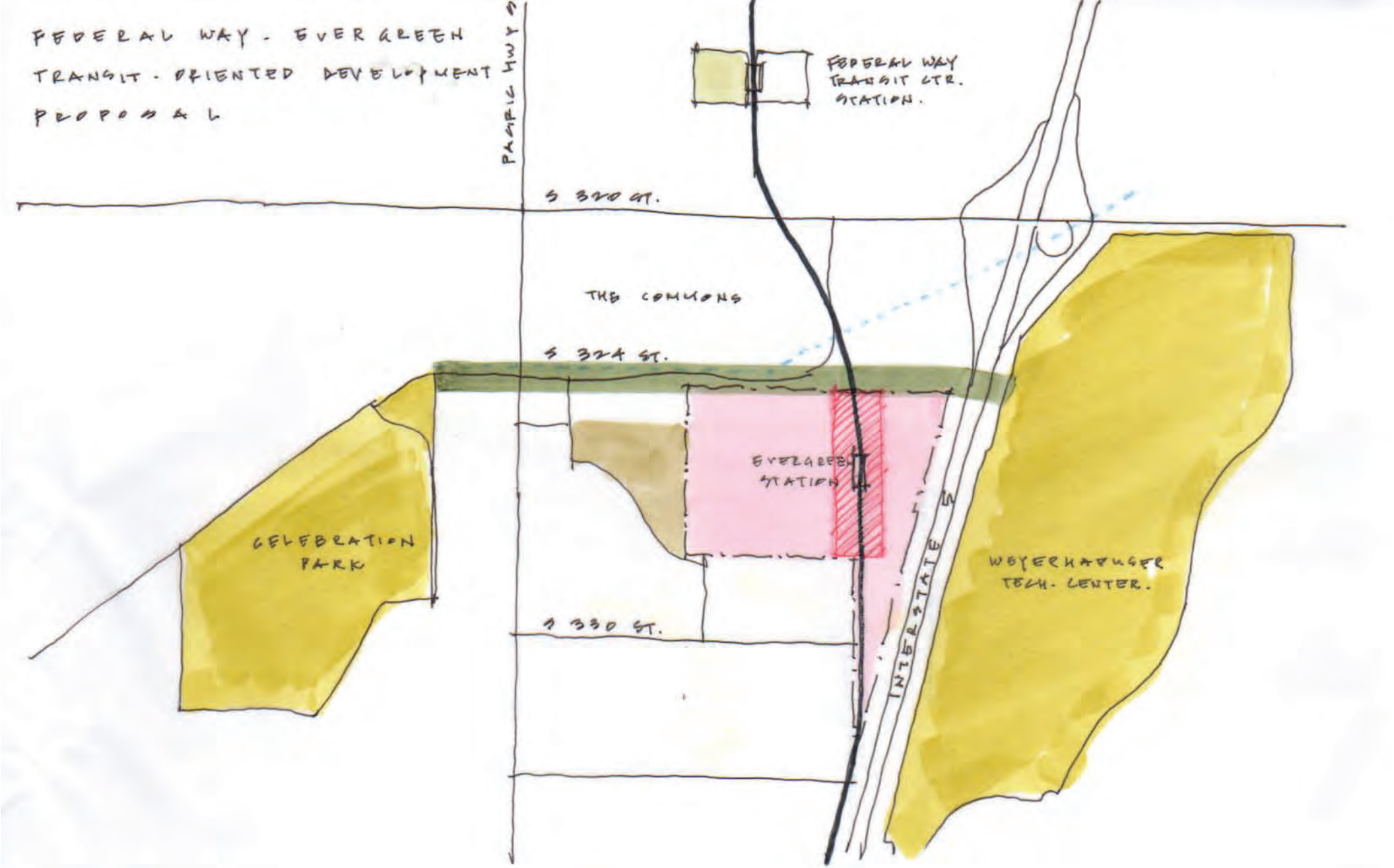
An important aspect of our proposal is that parking will be underground and provided at the lowest feasible level for commercial and residential use. Parking will be disassociated from residential units and residents will need to rent the parking they require from a common pool. There will be no park and ride facilities provided.

We believe that the opportunity to integrate the Tacoma Dome Link Extension with the expansion of the Federal Way Central City Core on the Belmor lands is a generational opportunity to provide large scale environmentally conscious development on a near greenfield site under unified ownership. We look forward to a close working relationship with Sound Transit and the development of a plan that optimizes transit use and routing and meets our density requirements.

Sincerely,

Steve Hynes
President

FEDERAL WAY - EVERGREEN TRANSIT-ORIENTED DEVELOPMENT PROPOSAL



New Greenway along existing electrical R.O.W.

Existing Green Spaces

Evergreen District High Density Residential Developments

Evergreen District Transit-Oriented High Density Mixed-Use Developments

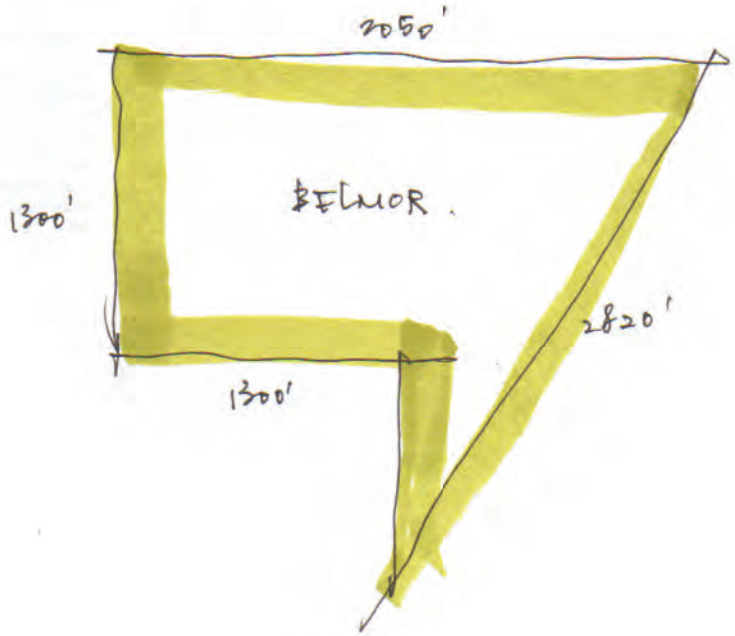
Elevated Transit Rail & Station

Existing electrical R.O.W. to be buried underground

SITE CAPACITY

FEDERAL WAY EVERGREEN PROJECT

DENSITY CALC.

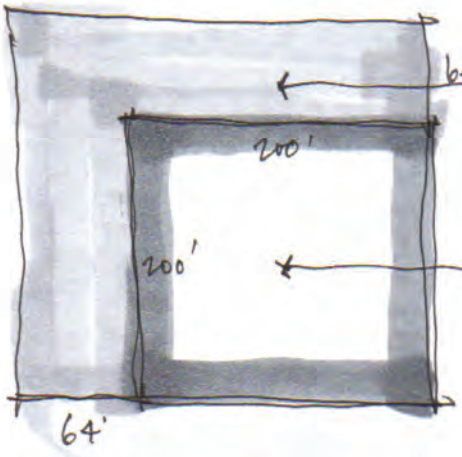


SITE AREA = 62 ACRES.

2,691,000 s.f.

TARGET UNITS = 20,000

TYPICAL CITY BLOCK MODULE (MODEL OUT OF DOWNTOWN PORTLAND)



STREET = 29,696 s.f.
(43%)

BUILDABLE SITE
= 40,000 s.f.
(57%).

TOTAL: 69,696 s.f. PER BLOCK.

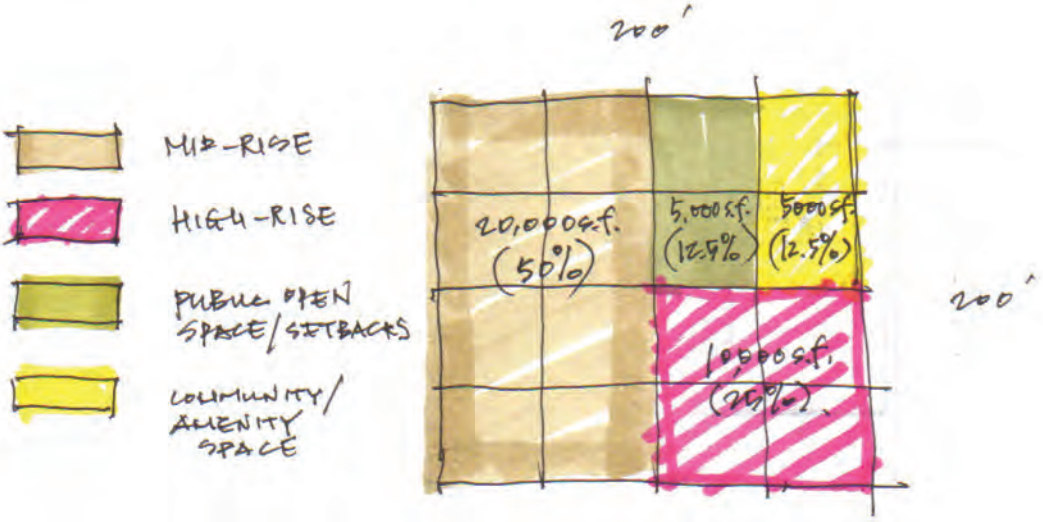
NO. OF BLOCKS WITH BELMOR PRECINCT = $\frac{2,691,000 \text{ s.f.}}{69,696 \text{ s.f.}}$

= 39 BLOCKS

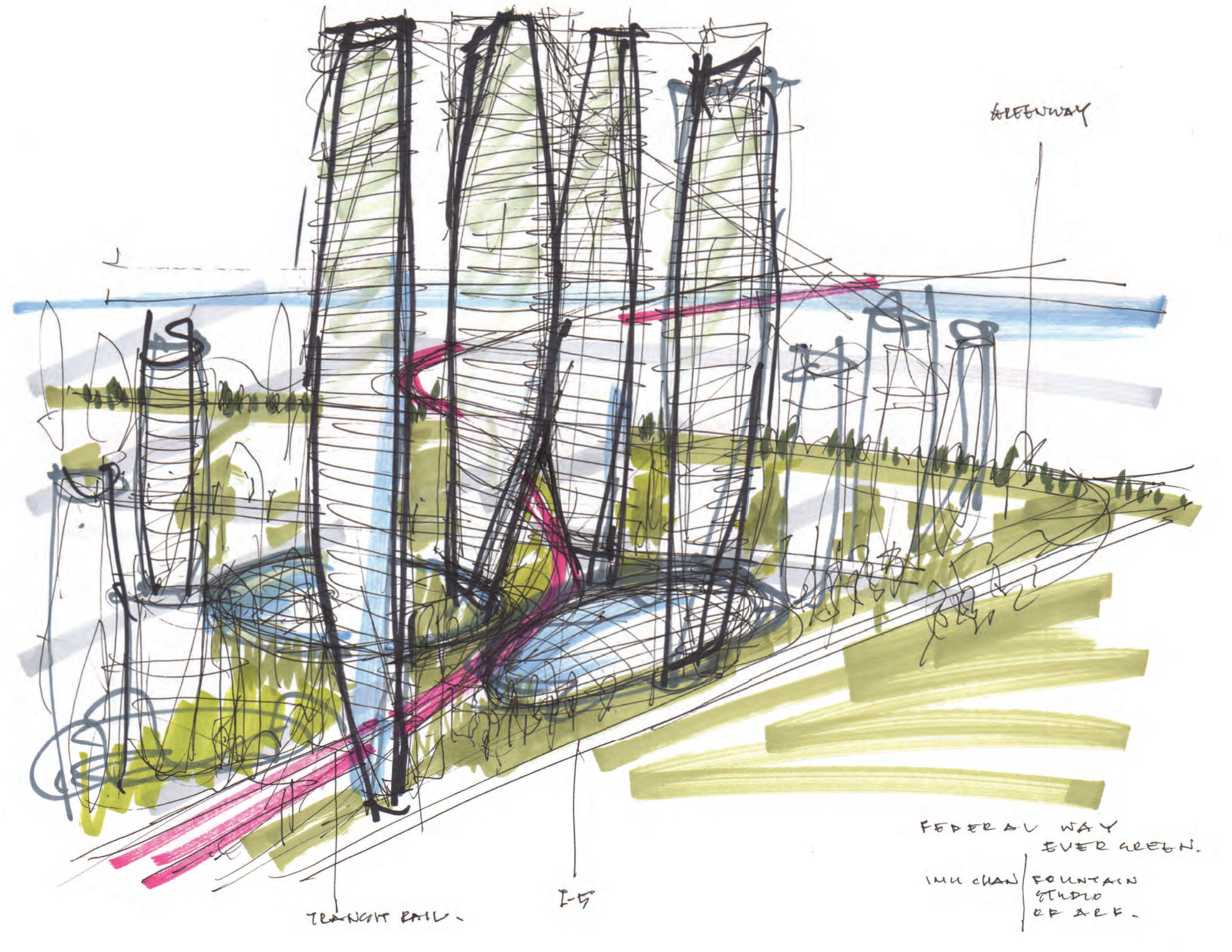
∴ AVG. UNITS PER BLOCK = 513 UNITS

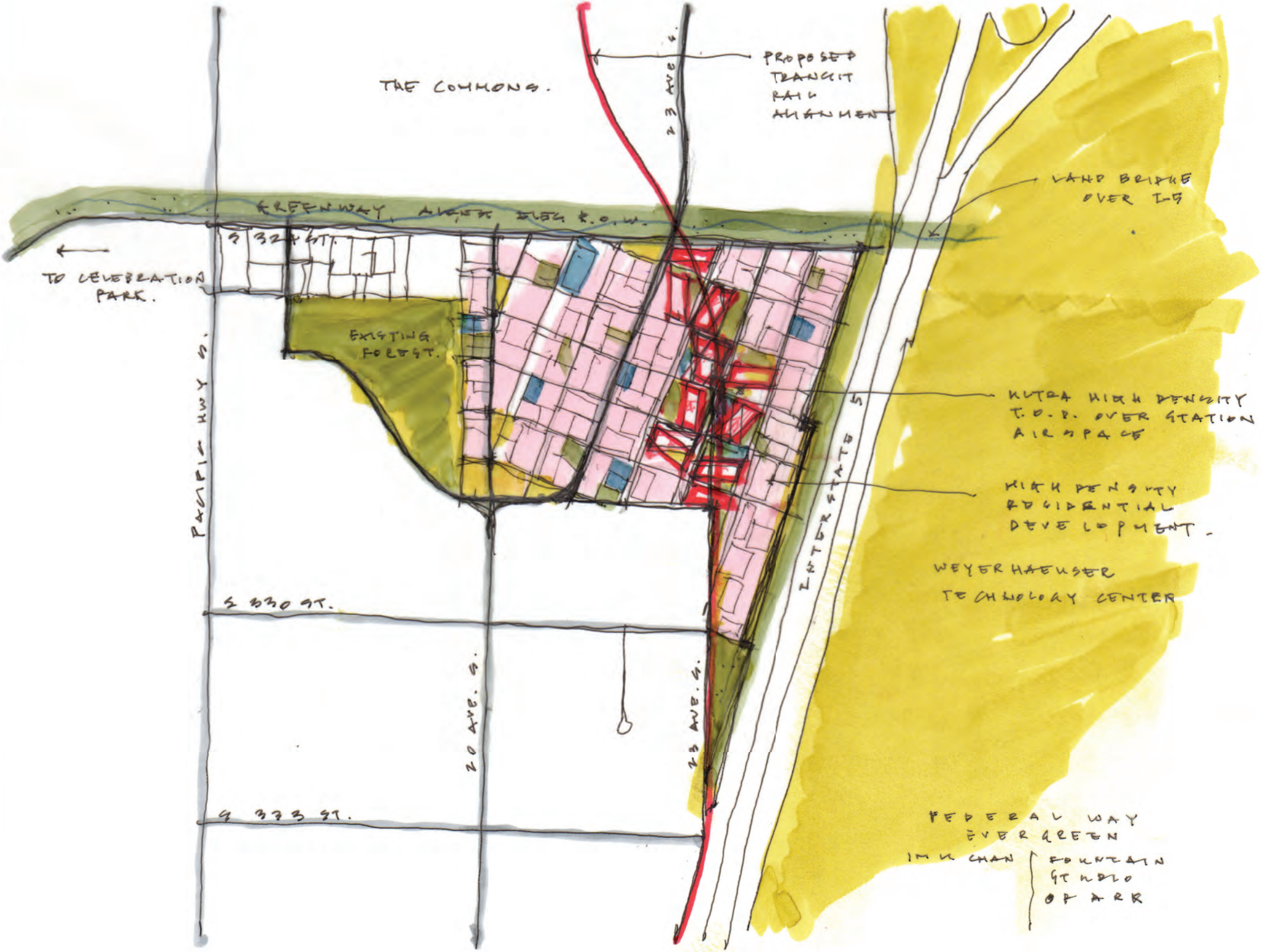
TOTAL NO. OF CITY BLOCKS = 39 BLOCKS.

- (A) 30 BLOCKS (75%)
  - 4 STOREY APARTMENTS + 2 20-40 HIGHRISES.
- (B) 9 BLOCKS (25%).
  - 6 STOREY APARTMENTS + 2 40-60 HIGHRISES.



BLOCK TYPE	BLDG. TYPE	BLDG FOOTPRINT	G.F.A.	AVG. UNIT AREA (EFF. INCL.)	NO. OF UNIT PER BLOCK	NO. OF BLOCKS.	TOTAL NO. OF UNITS.
A	4 STOREY APARTMENT	20,000 s.f.	80,000 s.f.	1,000 s.f.	180 UNITS	30	2,400
	30 STOREY HIGHRISE	10,000 s.f.	300,000 s.f.	1,000 s.f.	300 UNITS	30	9,000
B	6 STOREY APARTMENT	20,000 s.f.	120,000 s.f.	750 s.f.	160 UNITS	9	1,440
	60 STOREY HIGHRISE	10,000 s.f.	600,000 s.f.	750 s.f.	800 UNITS	9	7,200
							20,040 UNITS


GREENWAY
FEDERAL WAY
EVER GREEN.
TRANSIT RAIL.
I-5
INN CHAN
FOUNTAIN
STUDIO
OF ART.


THE COMMONS.
PROPOSED TRANSIT RAIL ALIGNMENT
23 AVE S.
LAND BRIDGE OVER I-5
GREENWAY ALONG ELEC R.O.W.
TO CELEBRATION PARK.
S 324 ST.
EXISTING FOREST.
PACIFIC HWY S.
ULTRA HIGH DENSITY T.O.D. OVER STATION AIRSPACE
HIGH DENSITY RESIDENTIAL DEVELOPMENT.
WEYERHAEUSER TECHNOLOGY CENTER
INTERSTATE 5
S 330 ST.
20 AVE. S.
23 AVE. S.
S 333 ST.
FEDERAL WAY
EVERGREEN
FOUNTAIN
STADIUM
OF ARK

April 30, 2019

Sound Transit
Attn: Elma Borbe
401 S. Jackson Street
Seattle, WA 98104

Re: Fife Route Alternatives
Tacoma Down Link Extension

Dear Sound Transit:

We are the property management company for the Pacific Willows Center on behalf of Fife Property, LLC. This is a retail center located at 4670 – 4756 Pacific Highway East, Fife, Washington, with tenants that include Starbucks, Jersey Mike's Subs, Jiffy Lube, and Pizza Hut.

We have reviewed the several alternative proposed routes through the City of Fife. The proposed routes either travel along the south side of Pacific Highway East (on an elevated track), or along the north side of the Interstate 5 corridor into Tacoma. ***We are strongly against any proposal that takes the light rail down the south side of Pacific Highway East.***

Our two retail buildings, along with most of all the other retail properties on the south side of the Pacific Highway East, are located approximately 60 feet or less from the existing Right of Way boundary. This area primarily consists of a parking lot, which is barely large enough to serve the needs of the existing tenants. Parking stalls, and ease of access to them, are essential to the financial success of retail tenants. No parking means no customers! Any reduction of the number of parking stalls will cause the businesses to fail and close.

We have been told by Sound Transit that the typical width of at Temporary Construction Easement in a raised track segment is 60 feet, and the permanent maintenance easement will be 40 feet when complete. That will result in a total, or almost total, loss of parking at the property, during the construction period along with decreased visibility to storefront signage, and increased difficulty in accessing the property (if any), all of which will force the tenants to close their businesses. Further, that would place the columns of the tracks, when complete, in the middle of the parking lot drive isles. That means Sound Transmit will effectively "shut down" the income stream of the property, which will require it to either reimburse the property owners for this loss of income or acquire their property.

This situation will be the same with most of the other retail properties on the south side of Pacific Highway East. Causing a significant number of companies to go out of business is not good for the community and will negatively impact the other businesses in that corridor due to the reduction in retail customers who would have otherwise shopped at the closed stores. The customer that travels to the cell phone store to pick up a new phone also decides to pick up food

at the local restaurant or do other shopping. This will decrease the number of shoppers available for the remaining businesses which will reduce their revenues.

Even if the retailers and service providers were able to survive the 4 to 5-year construction period, after the project is complete the properties will have a large elevated train track running in front of their stores, with columns in their parking lots. This will continue to cause decreased visibility to their signage and result in access issues to their properties. It will certainly make the properties less desirable to retailers (causing lower rents which will negatively impact property values) and make is harder for landlords to fill vacant space.

We strongly urge Sound Transit to locate its tracks through Fife along the Interstate 5 corridor.

Please let me know if you have any questions.

Sincerely,

Leibsohn Wallin Management

Thomas Wallin, CCIM, CPM, RPA
President

cc: Fife Property, LLC

May 1, 2019

VIA Electronic Mail

Board of Directors
Sound Transit
401 S. Jackson St.
Seattle, WA 98104
Email: TDLEScoping@soundtransit.org

Re: ST3 – Alternatives Development for Tacoma Dome Link Extension – South Federal Way

Dear Board Administrator:

On behalf of MGP XI Commons FW, LLC ("Merlone Geier"), thank you for the opportunity to comment on alignment alternatives for the Sound Transit ST3 light rail extension between Federal Way and Tacoma.

Merlone Geier owns the Commons at Federal Way commercial development, which is located at 1928 South Commons ("Property"). The Property is located south of the planned Federal Way Transit Center Station. The ST2 Tail Track will be located on the Property, and the northernmost portion of the ST3 Tacoma Dome Link Extension ("Extension") will be constructed on the Property.

The March 2019 Level 2 Alternatives Evaluation Report ("Report") indicates that Sound Transit is still considering two alignment options for the northernmost portion of the Extension: (1) an alignment that turns west and traces the south boundary of the Property along a Bonneville Power Administration ("BPA") Major Line easement before heading south along SR 99 (the "West Alignment") and (2) an alignment that turns east and exits the southeastern corner of the Property toward I-5 (the "East Alignment"). Two of the alternatives described in the Report, SF 4A and SF 4B, would utilize the West Alignment. The other seven alternatives – SF 2 West, SF 2 East, SF 3, SF 4C, SF 4D, SF 8, and SF 9 – would utilize the East Alignment.

We support any of the seven proposed alternatives that would utilize the East Alignment, because the East Alignment would direct the bulk of the elevated track infrastructure towards I-5 and thereby avoid extensive, negative impacts to the Property, its 60+ commercial tenants, and its thousands of daily visitors. By contrast, the West Alignment would require the installation of large, bulky infrastructure elements along a major access road for the Property, posing significantly more disruption to business operations. We therefore oppose the two alternatives that would utilize the West Alignment.

As the Report recognizes, the East Alignment is preferable for many reasons in addition to its reduced potential for disruption to the Property. The analysis at pages 5-1 through 5-5 of the Report conclusively demonstrates that SF 4A and 4B (the two alternatives that would utilize the West Alignment) have fewer upsides and more downsides than other alternatives. The Report deems these alternatives superior to other options in only two categories. First, "SF 4A . . . would have the fewest impacts to streams, stream crossings, and vegetated areas." Report, p. 5-2. Second, although SF 4A and 4B "have some of the highest numbers of total displacements of known low-income residential buildings." *Id.* Although these are important considerations, they do not outweigh the many other criteria on which other alternatives are equivalent or better, as shown most clearly in the table at Exhibit 5-1:

- SF 4A and 4B pose the greatest potential construction challenges, would require the greatest number of acquisitions, and affect the highest number of parcels with major economic activity generators.
- SF 4B is the most expensive alternative by $200 million. SF 4A is tied with one other alternative for the second most expensive. Among other considerations, the East Alignment would avoid the potential for costly disruptions of BPA power line infrastructure.
- SF 4A would result in the highest estimated number of potential residential displacements and is tied with SF 4B for the highest number of potential business displacements. SF 4B is tied with one other alternative for the second highest number of residential displacements.
- SF 4A or SF 4B would each potentially impact nearly twice as many historic resources as any other alternatives.
- SF 4A and 4B are tied with 4C and 4D with regard to relative ridership, likelihood of transit-oriented development, presence of necessary amenities, and proximity to other transit facilities and services.

Although the East Alignment is preferable, either alignment could pose significant issues for the Property and its tenants. As the Extension moves forward, both design choices and the construction process must prioritize avoiding disruption to property rights and business operations in this area. In particular:

- Access to and traffic flow on 23rd Avenue South must not be disrupted, as this would prevent trucks from accessing the loading area behind Target.
- The Extension cannot displace parking on the Property, as the number of stalls has been carefully set to comply both with code requirements and with multiple leases and other governing legal documents.
- The south side of the Property includes four large structures that support the BPA power lines. The Extension must not require these power lines to be raised, as that would require larger supporting infrastructure that would encroach further on the Property.
- Merlone Geier owns King County Parcel #7622400020, which is located across the street from the Property, to the southeast of the intersection of 23rd Avenue South and South 322nd Street, and is currently undeveloped. The design of the Extension must not constrain potential development on this parcel.

- In addition to the BPA power lines, the south and east sides of the property contain a significant amount of utility infrastructure, as well as a web of accompanying easements. Any potential physical or legal conflicts posed by the Extension must be resolved before an alternative is selected.

Merlone Geier looks forward to completion of the Extension and eagerly anticipates the economic, environmental, and quality of life benefits that this will bring to Federal Way. We appreciate the chance to explain why the East Alignment will facilitate these benefits and further the underlying goals of this project.

Thank you for your work and for considering our views.

Sincerely,

Ian S. Morrison

cc: Client

April 29, 2019

Sound Transit
Elma Borbe
401 Jackson St.
Seattle, WA 98104

Dear Ms. Borbe,

My name is Dan Nelson and I am sending this letter to you on behalf of myself and my partners Joe and Greg Burgi. Joe is my father-in law and Greg my brother-in law. Together we own and operate Pick-Quick Drive in located at 430 Pacific Highway East in Fife.

First, a little about Pick-Quick Drive In. This business was founded in 1949 in the exact same location as we operate it in today. With the evolution of the City of Fife from a "Mayberry" type city into the 1970's evolving into what the city is now Pick-Quick has withstood the competition of the chain fast food stores and remained an anchor of the City of Fife. We support local school and law enforcement events with great pride.

We are a family operation. Our family is the 3rd owner of Pick-Quick, owning it since 1980. The 2 previous owners were family friends. We have proudly hosted tens of thousands of guests during our stewardship of this business,

Pick-Quick is very well known. In the October 1, 2010 issue of the USA Today newspaper chose 50 best burger joints in the US, Pick-Quick was chosen to represent Washington State. That article drew many guests from different parts of the country including one couple who were on a quest to visit as many of the 50 as possible! Among our recent guest were Wilbert Santos and Sagar Ramachandra of Sound Transit.

We proudly employ local high school and college students and are delighted when they come back to see us with stories of their successes and fond recollections of summers working at Pick-Quick. This alumni includes my mother in law in the 1950's, my wife, my sister and my daughter.

Here is a guest review of Pick-Quick recently:

"My review is limited to two menu items - fries and milkshakes. Both, superb! The fries are "old school". Hand cut and just the right amount of grease. The servings are very generous. What makes them extra special to me is they are Five Guys style before there were five guys were even a twinkle in their dad's eyes.

Now, about the service and ambiance. This is a family run burger stand and in a classic building. It screams 1950's. Wonderful!!! The place is immaculate and the grounds where you can enjoy your meal are a park-like setting. I wish my summer flowers looked so nice!

In short, the food is great but, to me, the whole experience even better. You will never get that experience artificially replaced at any franchise!!

That review is exactly what we have strived for during the 39 years that we have owned Pick-Quick. More noteworthy is that Pick-Quick is celebrating it's 70th anniversary this year. Hundreds of times a year I have guests tell me about their memories of our place and how they have shared it with generations of their families. Some make it a must to stop on trips from many parts of our state and Canda.

Joe, Greg and my families are all lifelong residents of the Fife area and we support many of the businesses along Pacific Highway East where one of the 2 remaining rail routes are being considered. We shop at Starbucks, Jiffy Lube, Subway, the Gull gas station next to us, Grainger, VanCours's Auto Detail, NAPA Auto Parts to name just a few. All of these businesses and dozens of others will be affected if the light rail route adjacent to Pacific Hwy. E. is chosen. Most of us have already felt the impact of the Puyallup River/SR99 bridge construction closure since May 21, 2018 in terms of decreased business.

Specific to Pick-Quick Drive In, a 60 foot construction easement and a 40 foot permanent easement will result in our business closure. We are closer to the Highway than most of the businesses and approximately 60 percent of our building would fall inside the construction easement. Even if it didn't there is no way we could serve our customers without Highway frontage.

While the relocation program might sound to some like a viable option our businesses' heritage rests on an irreplaceable site resplendent with 70 years of memories, reunions and wonderful food.

Monday afternoon around 1:30 we had approx. 2 dozen young people and at least 10 parents show up for lunch. They were on a field trip and the Fife Municipal Court had hosted them to demonstrate court operations. The kids chose to come to Pick-Quick for lunch. They sat outside at our freshly painted picnic tables on a lush well maintained lawn and admired the tulips that are in bloom around our building right now. 20 years from now these kids might be the same type of parents that return with their children each year and tell about their experience at Pick-Quick when they were their age.

With great passion we are urging you to please choose any light rail route other than the one that destroys the fabric of the business community of Pacific Highway East. The route on directly adjacent to I-5 will impact far fewer businesses and families livliehoods.

Respectfully,

Dan Nelson
Vice President
Pick Quick Drive In, Inc.
4306 Pacific Hwy E
Tacoma, WA 98424

dan@pickquickfife.com
253-405-4320

April 26, 2019

Elma Borbe
Sound Transit
401 S Jackson St
Seattle, WA 98104

RE: Tacoma Dome Link Extension

To whom it concerns –

Upon careful review of the proposed Federal Way/Fife/Tacoma light rail route extensions, the management and ownership of Poulsbo RV, specifically Poulsbo RV of Fife, are compelled to submit our concerns to the Sound Transit board of directors.

Each of the three proposed routes will have a direct and significant impact on our business.
The I-5 route would not only consume our easement along I-5, it potentially takes our security fence and a substantial portion of our already small sales lot, further reducing the inventory we can offer for sale. This route also obscures our freeway visibility, one of our primary reasons for purchasing this property.

The proposed route paralleling Pacific Highway East not only takes out our flag pole and 8 parking spaces, it will undoubtedly involve a lengthy, noisy and disruptive construction process. It is highly probable that the chaos, confusion and noise will have a substantially negative impact, hindering business by discouraging customers and prospective customers from doing business with us.

A prolonged business disruption will directly affect the revenue and economic stability of Poulsbo RV at Fife, as well as the income and economic stability of approximately 30 families. It would also reduce the tax revenue received by Pierce county and the city of Fife. In the interest of mitigating the impact this project has on our business, we would consider the possibility of a supplemental property swap with the city of Fife.

We anticipate receiving regular TDLE updates and welcome further discussion. It is our hope that we can work together to make this transition as smooth as possible for all parties involved.

Sincerely,

Richard Nevin
General Manager
Poulsbo RV of Fife
2950 Pacific Highway East
Fife, WA 98424
253-344-4240 office
253-620-1603 cell

April 30, 2019

Sent Via Email: tdlink@soundtransit.org

RE: Tacoma Dome Link Extension: Comments by Target Corporation

Target Corporation ("Target") is located at 2201 S Commons, Federal Way, Washington and currently operates a successful retail business at that location. The Federal Way Target (T1947) initially opened in 1988 and then was reconstructed at the Commons Mall in 2004. As a longtime member of the Federal Way retail community and a major anchor of The Commons at Federal Way, Target has the following comments on the Tacoma Dome Link Extension (TDLE) project.

Over the past year or so, Target has followed the progression of the Federal Way Link Extension (FWLE) project. The FWLE's development plans will impact Target and the Shopping Center, causing significant harm to Target's operations, inevitably leading to a loss of sales and growth and triggering a material negative impact on the value of Target's property interests. Target is aware that transportation development may be vital to the Pacific Northwest, but the impacts on Target's property need to be carefully considered as the FWLE project is in Target's backyard.

Target has reviewed the online material for the TDLE project and recently attended the April 23, 2019 open house in Federal Way. Target's concerns with the TDLE project include, but are not necessarily limited to the following:

- Impacts to The Commons at Federal Way Shopping Center
- Impacts to Target's lease property and value of the lease
- Physical impacts during and after construction
- Visibility impacts
- Parking lot impacts
- Construction schedule

Each of these issues will materially impact Target's property interests and property value as more specifically detailed below in this letter. Target has not yet valued the impact on its property interests, but there is no doubt that the loss in value (both permanent and temporary) will be significant and probably well into the millions.

Portions of Alignments 4A and 4B have major impacts to Target, the Shopping Center, and the surrounding community. The route appears to be very long and running through the neighborhoods. Routes 4A and 4B are not recommended.

Target recommends the final light rail alignment continues immediately south from the proposed Federal Way Transit Center, paralleling the I-5 corridor. It is NOT recommended to wrap the light rail

track around the Shopping Center heading toward SR99, as this has the greatest impact to Target and the Shopping Center.

As the light rail project continues from conceptual and into final design phases, Target recommends the project team consider all of the following:

Parking & Pedestrians

Availability of adequate, convenient parking and pedestrian friendly paths of travel are critical for Target guests and Shopping Center customers. Without adequate parking, guests are unable to park their vehicles and shop at Target, especially during peak holiday shopping periods. Final construction, building elements, easements, and restrictions should be minimized to reduce the overall parking lot impacts to Target.

Access & Loading

Target and the Shopping Center have several access points from the public right of way. It is critical that all access points be free and clear of construction activities, especially those that provide full-size truck (53' trailer) access and maneuverability into loading facilities. Pavement replacements should be designed to minimize "down time".

Site Lighting & Security

Target's parking lot is designed and illuminated in a manner to provide adequate lighting to provide a safe and secure environment for Target guests and team members (employees). Eliminating any parking lot lights may cause insufficient lighting and the entire parking field may have to be redesigned. Illumination of the rail track should be considered as the track and structure may cast unwanted shadows creating dangerous conditions for Target patrons. Exterior security cameras monitoring the Target parking lot may also be impacted.

Visibility

Uninterrupted view corridors are critical for Target as our guests locate and identify Target by means of signage and architectural building features. Target is very sensitive to view corridors and potential impacts should be minimized throughout the design and construction process. The elevated track and support structure block critical sight lines to existing building signage and exterior facade elements.

Light Rail Structure

Final design and construction plans must be coordinated with Target to minimize impacts to the Shopping Center site. Structural column spacing and impacts to existing site elements (e.g. parking lot striping, landscaping, and irrigation) must be identified and mitigated. Additionally, those elements that typically go unnoticed, such as underground utilities, storm water drainage, and electronic cart protection, are critical elements that should be considered and protected throughout the project.

Construction

Target is very sensitive to construction activities adjacent to and directly on its properties. Construction staging areas, access routes, and overall construction limits must be minimized on the Target tract throughout the duration of the project to maintain all necessary parking spots for Target guests. It is essential to Target that there be no interference with its operations November 10 through January 15 (the key holiday shopping season), including construction activities on the remainder of the Shopping Center.

Community

Target is a longstanding member of the Federal Way community providing convenient, well-priced, high quality shopping for our guests. Without Target, the Shopping Center and Federal Way community will suffer from a lack of quality brick and mortar general retail shopping essential for the everyday person. This will harm the longevity of the Federal Way Target location and the entire Commons Mall.

Target is supportive of the Tacoma Dome Link Extension (TDLE) project as it will expand public transportation in the area, but has many concerns about the impacts on Target operations. Target encourages Sound Transit to take Target as a partner as the TDLE project progresses, to recognize the concerns expressed in this letter, and to modify its plans so as to minimize the impacts and increase the benefits for Federal Way and the surrounding communities.

Sincerely,

Dane Jaster

Dane Jaster
Senior Real Estate Development Manager
Target Corporation
Real Estate Division
1000 Nicollet Mall, TPN-12B
Minneapolis, MN 55403

cc: FILE

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April 30, 2019

Tacoma Dome Link Extension Project
Sound Transit
Environmental Planner Elma Borba
401 S. Jackson St.
Seattle, WA 98104
Via email: tdlescoping@soundtransit.org

Re: Tacoma Dome Link Extension Project
Impact to: McDonald's Restaurant, 1737 51st Avenue East, Fife, Washington
McDonald's Restaurant, 34814 Pacific Highway S, Federal Way, WA

To Whom It May Concern:

McDonald's Real Estate Company is the owner of real property located at 1737 51st Avenue East, Fife, Washington (the "Fife Location"). The franchise located on this property is owned and operated by Mr. Willie Cho. McDonald's USA, LLC is the ground lessee of real property located at 34814 Pacific Highway S., Federal Way, Washington (the "Federal Way Location"). The franchise located on this property is also owned and operated by Mr. Willie Cho.

The Fife Location was originally acquired by McDonald's Corporation in 1977, and subsequently deeded to McDonald's Real Estate Company. The McDonald's restaurant has been operating in that location since December 1977. The Federal Way Location was ground leased to McDonald's USA, LLC in 2006. The McDonald's restaurant has been operating in that location since September 2007. As these locations are among the busiest McDonald's locations in Washington State, they are extremely valuable and important to McDonald's and to McDonald's franchisee. As a long standing and proud member of the business communities in Fife and Federal Way, McDonald's is extremely concerned that certain proposals possibly to be considered in the EIS could severely impact its restaurants. In fact, we are concerned that certain proposals possibly to be considered in the EIS have the

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potential to cause the McDonald's to be shut down in these locations, an outcome that would be extremely troubling to McDonald's, and potentially very costly for Sound Transit. To be clear, a taking of any portion of McDonald's drive-thru for this project would result in a total taking of these sites, as the drive-thru operation is a substantial part of the business at these locations.

McDonald's respectfully requests consideration and selection of an option which would have no impact on the McDonald's property. McDonald's urges Sound Transit to consider the devastating impact certain options would have on the McDonald's located at 1737 51st Avenue East, Fife, Washington, and 34814 Pacific Highway S., Federal Way, Washington. **Accordingly, McDonald's respectfully requests that Sound Transit consider proposals which would not result in an impact to McDonald's property.**

Very truly yours,

DocuSigned by:

Glenda Hollenbeck

McDonald's Field Real Estate Lead – Walnut Creek Field Office

April 30, 2019

Tacoma Dome Link Extension Project via email: tdlescoping@soundtransit.org
Elma Borbe
Environmental Planner Sound Transit
401 S. Jackson St.
Seattle, WA 98104-2826

Dear Ms. Borbe:

My name is Willie Cho, and I am the Owner/Operator and franchisee of the McDonald's restaurant located at 34814 Pacific Highway South, Federal Way, Washington. This restaurant opened in 1984 and has been upgraded a number of times through the years. It has proven a great location for me to grow my business. I just completed a major remodel of this restaurant in March of 2018. I am a minority business owner who has successfully operated this restaurant since 2002.

I write to you today to convey my strong desire that Sound Transit select a route which will not result in an impact to the McDonald's restaurant I operate. From my understanding of the South Federal Way route alternatives the Enchanted Parkway and I-5 West alternatives will have the least permanent impact to my restaurant. Thus, I support the routes on "Exhibit 5-1 South Federal Way Preliminary Draft Level 2 Summary" SF3 and SF8/9.

This location is one of the busiest and most successful McDonald's in Washington, a fact of which I am extremely proud. A taking of this location would be devastating. I have worked hard over many years to become a valuable member of the business community in Federal Way and South King County. This McDonald's is located at the one of the most vital and successful business corridors in Federal Way. The restaurant serves the immediate business and residential community in Federal Way and Milton as well as commuters and the freight community that travel both the I-5, Pacific Highway and Enchanted Parkway corridors.

I currently employ 110 people at this location. My organization provides entry-level jobs to individuals just starting out in the job market, as well as students needing flexible work hours and a dependable employer, with ample opportunity for advancement. We also have the unique ability to be a first-generation employer. We are very proud to have helped launch so many careers to so many individuals that speak English as a second language as well as launching the careers of many of our youth. The ability to provide job opportunities to our community is ubiquitous with all McDonald Restaurant locations. The ability to provide so many job opportunities, quite literally in the thousands over the years, since its inception, is extraordinary to this McDonald's in Federal Way because of its unique location resulting in its tremendous volume and popularity within the community. A taking at this location would have a detrimental impact to the community because of the loss of these jobs.

Additionally, this McDonald's has a great relationship with the public and private schools within the Federal Way and Milton area. We have a unique McDonald's fundraising program called McTeachers Night that serves area schools. This location is one of the most active in the Seattle area raising thousands of dollars every year to local schools. This location is also one of the largest restaurant contributors to the local and global Ronald McDonald House Charities through its Canister Give a Hand, Fry and Shake donation and match programs.

A taking at this location would be very damaging to my business, my employees, and the community. My organization provides valuable tax revenues, job resources, training, and support to the community. I would also like to stress that a large portion of business comes through the drive-thru at this location, so any taking of the drive-thru area, even a small portion, would be very damaging if not fatal.

Finally, from an economic point of view, this location is considered by McDonald's to be among the most prime locations in the country. It is one of the busiest McDonald's in the State of Washington. If I am forced to relocate, I will likely get a much inferior location (leading to lower sales and many less employees), Because of these factors and the ones described in the preceding paragraphs, it would be difficult, if not impossible, to find a comparable restaurant location. If the condemnation of the McDonald's in Federal Way occurs, it will have a devasting impact not only to my organization and all of our employees but also to the Federal Way community.

For these reasons, I respectfully request that Sound Transit select a proposal, which would not result in a taking at the McDonald's located at 34814 Pacific Highway South, Federal Way, Washington.

Sincerely,

Willie Cho
President
Willie Cho Enterprises, Inc.
McDonald's Restaurant
34814 Pacific Hwy S., Federal Way, WA 98003

April 30, 2019

Tacoma Dome Link Extension Project via email: tdlescoping@soundtransit.org
Elma Borbe
Environmental Planner Sound Transit
401 S. Jackson St.
Seattle, WA 98104-2826

Dear Ms.Borbe:

My name is Willie Cho, and I am the Owner/Operator and franchisee of the McDonald's restaurant located at 1737 51st Avenue East, Fife, Washington. I am a minority business owner who has successfully operated this restaurant since 2003. The real property at the site is owned by McDonald's Real Estate Company.

I write to you today to convey my strong desire that Sound Transit select a route which will not result in an impact to the McDonald's restaurant I operate. The way I understand the alternative routes from the scoping open house, the three SR99 alternatives from the "Exhibit 5-2 Fife Preliminary Draft Level 2 Summary" are the routes that will have the least chance of permanently disrupting my business. So, when Sound Transit Light Rail continues from Federal Way to Tacoma, I support the routes that will have tracks and stations to the West/Port of Tacoma side of SR99.

My Fife restaurant is one of the busiest and most successful McDonald's in Washington; a fact of which I am extremely proud. A taking of this location would be devastating. I have worked hard over many years to become a valuable member of the business community in North Pierce County and South King County. This McDonald's is located at the gateway to the city center core of Fife. The restaurant serves the immediate business and residential community in Fife as well as commuters and the freight community that travel both the I-5 and Pacific Highway corridors.

I currently employ 70 people at this location. My organization provides entry-level jobs to individuals just starting out in the job market, as well as students needing flexible work hours and a dependable employer, with ample opportunity for advancement. We also have the unique ability to be a first-generation employer. We are very proud to have helped launch so many careers to so many individuals that speak English as a second language as well as launching the careers of many of our youth. The ability to provide job opportunities to our community is ubiquitous with all McDonald Restaurant locations. The ability to provide so many job opportunities, quite literally in the thousands over the years, since its inception, is extraordinary to this McDonald's in Fife because of its unique location resulting in its tremendous volume and popularity within the community. A taking at this location would have a detrimental impact to the community because of the loss of these jobs.

Additionally, this McDonald's has a great relationship with the public and private schools within the Fife area. We have a unique McDonald's fundraising program called McTeachers Night that serves area schools. This location is one of the most active in the Seattle area raising thousands of dollars every year to local schools. This location is also one of the largest restaurant contributors to the local and global Ronald McDonald House Charities through its Canister Give a Hand, Fry and Shake donation and match programs.

A taking at this location would be very damaging to my business, my employees, and the community. My organization provides valuable tax revenues, job resources, training, and support to the community. I would also like to stress that a large portion of business comes through the drive-thru at this location, so any taking of the drive-thru area, even a small portion, would be very damaging if not fatal.

Finally, from an economic point of view, not only the location but also the age of the property allows me as the franchisee to pay a much lower rent from my franchisor, McDonald's USA LLC. If I am forced to relocate, not only will I likely get a much inferior location (leading to lower sales), I will also have a much greater rent factor (leading to lower margins on those lower sales). Because of these factors and the ones described in the preceding paragraphs, it would be difficult, if not impossible, to find a comparable restaurant location. If the condemnation of the McDonald's in Fife occurs, it will have a devasting impact not only to my organization and all of our employees, but also to the Fife community.

For these reasons, I respectfully request that Sound Transit select a proposal, which would not result in a taking at the McDonald's located at 1737 51st Avenue East, Fife, Washington.

Sincerely,

Willie Cho
President
Willie Cho Enterprises, Inc.
McDonald's Restaurant
1737 51st Avenue East
Fife, Washington 98424

City of Tacoma
Office of Sustainability

April 25, 2019

Sound Transit
Elma Borbe
401 S. Jackson Street
Seattle, WA 98104

Dear Elma,

Thank you for the opportunity to comment during the Tacoma Dome Link Extension (TDLE) Environmental Impact Statement scoping period.

The Sustainable Tacoma Commission is appointed by Tacoma City Council, and is tasked with ensuring the City's commitment to the locally adopted Environmental Action Plan. Critical to that plan is a goal to reduce greenhouse gas emissions by 40% from 1990 levels by 2020 and by 80% from 1990 levels by 2050.

The STC believes that TDLE light rail alignments and station locations should be evaluated for:

1. Potential impact to the climate via greenhouse gas emissions from operations and passenger access, and
2. Potential impacts due to climate change on built infrastructure for light rail.

While Sound Transit has committed to operate Link light rail from renewable energy sources, the mode split of how passengers will access regional light rail stations is an externality that should be addressed when evaluating station placement and design alternatives. Per-passenger carbon impact of station access should also be measured in the 2030 timeframe. The STC strongly believes that all cost-effective measures should be taken to enable seamless integration between high capacity transit modes (Bus Rapid Transit, Link Light Rail, and Tacoma Link), local bus, and non-motorized modes such as biking and walking. This arrangement will reduce air pollution and congestion, maximize ridership, enable convenient transfers between modes, and make the most use of these public investments.

To that end we encourage further study of the TD2 and TD4 East In-Street stations at Tacoma Dome Station and the ET3A/B stations in East Tacoma to support either a 25th Street or 26th Street terminus option at Tacoma Dome.

Given the proximity to Commencement Bay and the Puyallup River, the STC believes that Sound Transit should consider the results of the Washington Climate Impacts Group study regarding regional sea level rise (Source: http://www.wacoastalnetwork.com/wcrp-documents.html). We request that Sound Transit take this information into account to ensure that project infrastructure can be constructed without geological or hydrological complications, enabling a 2030 delivery date for light rail service, and to secure a reasonable cost of keeping the light rail system in a good state of repair.

We look forward to seeing the results of Sound Transit's Level 3 Analysis in the coming months and for additional opportunities to comment on the EIS process.

Respectfully,

Lexi Brewer, Co-Chair, Sustainable Tacoma Commission
Chris Karnes, Co-Chair, Sustainable Tacoma Commission

CC: Mayor Victoria Woodards
Tacoma City Council Members
Elizabeth Pauli, City Manager
Michael P. Slevin III, Director, Environmental Services Department
James Parvey, Division Manager, Office of Environmental Policy and Sustainability
Kristin Lynett, Office of Environmental Policy and Sustainability, Sustainable Tacoma Commission
Alisa O'Hanlon, Government Relations Department
Jennifer Kammerzell, Public Works Department, Tacoma Transportation Commission
Lihuang Wung, Planning & Development Services Department, Tacoma Planning Commission
Lexi Brewer, Co-Chair, Sustainable Tacoma Commission
Chris Karnes, Co-Chair, Sustainable Tacoma Commission
Sagar Ramachandra, Sound Transit

City of Tacoma
Planning Commission

Stephen Wamback, Chair
Anna Petersen, Vice-Chair
Carolyn Edmonds
Ryan Givens
David Horne
Jeff McInnis
Brett Santhuff
Andrew Strobel
Dorian Waller

April 17, 2019

Elma Borbe
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

RE: Tacoma Dome Link Extension Scoping Comments

Dear Ms. Borbe:

Thank you for the opportunity to share our thoughts in regards to the scoping for the Tacoma Dome Link Extension (TDLE) project.

The City of Tacoma's Planning Commission has been actively involved in the TDLE process. We have a Commissioner designated to the Stakeholder Group, another Commissioner involved in the Interagency Group (not representing the Commission, but the Puyallup Tribal Administration), Commission liaisons (i.e., City of Tacoma staff) involved in the Interagency Group, and other Commissioners participating in the project as interested citizens. We also appreciate the fact that Sound Transit updated the Planning Commission and the Transportation Commission about the project during a joint session of the two Commissions on March 20, 2019.

We understand that the TDLE project is at a critical juncture, wherein the Sound Transit Board will make decisions in July 2019 on preferred station locations and alignments and any alternatives to move forward into the Environmental Impact Statement (EIS) phase. Recognizing this significance, it is important for the Planning Commission to identify which station locations and alignments we would want to see studied further and any environmental or design considerations that should be specifically addressed in the EIS.

We would like to offer the following thoughts for your consideration. These thoughts were formulated based on the deliberations of the Planning Commission, conducted in coordination with the Transportation Commission.

East Tacoma Station Area:

1. **Preferred Alternatives** – Our preferred station locations and alignments for the East Tacoma Station Area to move into the EIS process are "ET3A/3B – East 26th Street", which are the alternatives with more potential as indicated in the preliminary conclusion that Sound Transit has been able to reach through Level 1 and Level 2 analyses and community outreach. A lot of the discussion about the East Tacoma Station relates to the desire to effectively serve neighborhoods of Tacoma's east side and specifically the Lower Portland Avenue Mixed-Use Center. To that end, route alignments and station locations were offered south of I-5 for consideration. However, there appeared to be numerous obstacles to these locations, and the Stakeholder Group suggested eliminating these options from consideration. For the remaining potential station locations, there are challenges to siting and designing a station north of I-5 so that it is readily and easily accessible.

2. **Connection to Lower Portland and McKinley Hill** – Sound Transit should strengthen the pedestrian, bike and transit connections from the station area to the Lower Portland Avenue Mixed-Use Center, particularly on Portland Avenue, East R Street, and Bay Street. We acknowledge that there is strong community desire for a pedestrian bridge over I-5 at East R/Bay Streets. In addition, East L Street should be identified as an important potential access route for people using the station traveling to/from the McKinley Hill area. Sound Transit should consider ET3 station design options that might bridge Portland Avenue with access portals on each side of the street, which could facilitate better linkages to potential development areas on both sides of Portland Avenue and added accessibility for those traveling from McKinley Hill.
3. **Parking –** The lack of parking at the East Tacoma station area will significantly impact the ridership of the TDLE. We acknowledge, value and support Sound Transit's and the City's efforts in promoting the use of public transportation and enhancing the intermodal connections. However, as much as we would like to believe that the need for parking will soon be a thing of the past, the market is not moving that way very quickly. The need for parking in the area will remain for many years to come. The parking issue should be carefully assessed in the EIS and properly mitigated.
4. **Street Network** – The existing street network and traffic patterns make this area difficult and ill-suited to locating and accessing a station. Sound Transit should work closely with the City of Tacoma on larger street network/grid improvements and reconfiguration to better serve station access and address traffic flow issues in the area.
5. **Station Design** – Station design is an opportunity to create a new identity for this area with station architecture that makes a proud statement. We implore Sound Transit to honor this aspiration and fully engage the community in the station design.
6. **Vision and Zoning** – The current zoning and land-use patterns are not ideal for the type of development generally desired immediately adjacent to a station location. If a station is to be sited here, a larger community conversation should consider how to re-envision and re-invest in this area. The station could be the impetus to redesign some of the streets and intersections to better serve traffic flow, station access, and create a more pedestrian-friendly development area. The Planning Commission and the community as a whole should reconsider the vision and zoning for this area based on the impact and potential benefits of the station location. Particularly, rezoning might be considered for the area north of I-5 between East R/Bay Streets and East L Street up to the existing freight tracks. We encourage Sound Transit to participate in and contribute to the discussion.
7. **Future Connection to East Side** – From east side stakeholders, the importance of multimodal connections and how transit might integrate with a station was a recurring comment. Worthy of consideration would be how a future expansion of the Tacoma Link (streetcar) or a Bus Rapid Transit (BRT) line serving the Tacoma east side might integrate with such improvements.

<u>Tacoma Dome Station Area and Future System Expansion:</u>

8. **Cut-and-Cover Consideration** – There are many important considerations to the siting of the TDLE facility in the Tacoma Dome Station Area, however, one of the first key questions is "What type of station is appropriate for this neighborhood?"

   To the question, the elevated station and alignment alternatives as currently presented should be a non-starter. An elevated solution may be technically feasible and probably cost advantageous,

however, we have concern for both the visual and development impacts on the current and future neighborhood. The Dome District cannot accommodate additional at-grade crossings in an area already congested with vehicular, rail, and streetcar traffic. There are route alignments and station locations among the presented alternatives that because of topography are likely more viable for below-grade stations.

We believe a below-grade, cut-and-cover station and track facility is more appropriate to the urban fabric, urban design, the sense of place, the intermodal connectivity, and the level of residential and commercial development envisioned for the Dome District. We strongly recommend that the cut-and-cover alternative be further studied in the EIS process. The cut-and-cover consideration fulfills and reinforces many policies and provisions articulated in various elements of the *One Tacoma Plan*, the City of Tacoma's Comprehensive Plan, as exemplified below:

- The cut-and-cover facility can be reasonably construed as a type of "utility" as referred to in this policy: "Whenever feasible, ensure that utilities in designated centers, business districts, and priority pedestrian areas are undergrounded." (Policy PFS-7.15, Public Facilities and Services Element, p. 9-18)
- In the same way, the cut-and-cover can be considered an action to "prioritize undergrounding of utilities in designated centers" that would "reduce and minimize visual clutter related to utility infrastructure." (Policies DD-6.6 and DD-6.5 respectively, Design and Development Element, p. 3-18)
- The cut-and-cover concept is intended to "design for people" and "encourage a creative approach to density." ("Overall Urban Design Goals", Downtown Element, p. DT-45)
- The cut-and-cover facility would "infuse the City's built environment with creative expression and design that encourages expressions of creativity and results in vibrant public spaces where people want to be." (Goal DD-14, Design and Development Element, p. 3-27)
- The cut-and-cover facility supports this policy: "Centers must remain compact enough to increase densities, facilitate economical and efficient provision of utilities, public facilities and services, and support more walking, bicycling, and transit use." (Policy DD-5.17, Design and Development Element, p. 3-15)
- The cut-and-cover facility would help achieve this policy: "Encourage transit stations in centers to provide high density concentrations of housing and commercial uses that maximize the ability of residents to live close to both high-quality transit and commercial services." (Policy UF-9.4, Urban Form Element, p. 2-47)
- The cut-and-cover facility presents a great opportunity to be "located and designed to complement the aesthetics, social interactions and urban design of the community." ("Designed and Located for Community Values", Public Facilities and Services Element, p. 9-17)
- The cut-and-cover facility avoids the concern that "as the downtown grows, poor siting of bulky or tall buildings can adversely impact the environmental quality of surrounding public realm through the loss of sky view and shadowing." ("Livability Criteria to Guide Building and Public Realm Design", Downtown Element, p. DT-23)

- The cut-and-cover consideration implements this policy: "In collaboration with Pierce Transit and Sound Transit design transit stops and inter-modal connections integrated with the public realm, providing gathering spaces and an improved end-to-end transit experience." (Policy 2.3G.A, Downtown Element, p. DT-34)

We have heard conversations during Stakeholder Group meetings and community open houses that suggest cut-and-cover a potentially viable option. We urge Sound Transit to pursue this in the next phase; if not, there will not be the same level of analysis done on both elevated options and below-grade options for the Sound Transit Board to make an informed final decision.

9. **Over-the-Sounder Consideration** – The Over-the-Sounder concept has also been brought up as a potentially viable option for the TDLE alignment in the Tacoma Dome Station area. With this option, an elevated track facility would be constructed along and above the existing Sounder Commuter tracks and an elevated station adjacent to Freighthouse Square. Similar to the cut-and-cover option, the Over-the-Sounder option would result in less impact to the urban fabric, streetscape, and development potential for the area than would elevated alternatives running above existing street corridors. The elevated station would provide the same intermodal connectivity as the existing commuter rail station to the E. 25th Street and Puyallup Avenue area, while allowing more effective connections to the uphill area near E. 26th Street and Tacoma Dome. We encourage Sound Transit to think outside the box and include the Over-the-Sounder option in the EIS evaluation process.

10. **Future Expansion** – Another key factor in the consideration for the siting of the TDLE facility in the Tacoma Dome Station Area is the future potential expansion of the system into the Tacoma Mall Regional Growth Center area and beyond. We appreciate the fact that the study for such expansion has been funded in the ST3 package and Sound Transit has already factored the future expansion in all alternatives as currently presented. However, how an alignment would cross I-705, one of the determining factors for alignment selection, does not seem to have been explicitly articulated in the Level 2 evaluation. We recommend that this issue be specifically addressed in the EIS. Furthermore, we would like to draw your attention to the Brewery District. As anticipated in the *One Tacoma Plan* (Urban Form Element, p. 2-21), the Brewery District is situated between the UWT/Museum District and the Dome District, and has the potential to serve as an important connector between them while it continues to develop into a higher intensity transit-oriented neighborhood in its own right. In recognition of the City's desire to better serve downtown as a residential and employment center, we suggest that Sound Transit consider incorporating a South Downtown/Brewery District Station (perhaps near Tacoma Avenue and S. 27th Street) in the future expansion of the line. This could require a segment of tunnel as part of the alignment which seems more feasible if a below-grade station is the solution for the Tacoma Dome Station Area.

11. **Preferred Alternatives** – If the cut-and-cover option is moved forward for EIS evaluation, the station location alternatives would be identified and determined, depending on the alignment of tracks and tunnels, the surface access points, underground utilities, water table, topography, and many other factors. We would suggest that "TD4 – East 26th Street In-street" may be a viable, competitive alternative, based on grade changes and due to its centralized location from the surrounding transportation facilities, tourist attractions, and residential and commercial development. If the elevated type of facility is to be moved forward, our preferred alternative is "TD2 – 25th Street West", which is identified as one of the alternatives with more potential. We acknowledge that "TD3 – 25th Street East" is also identified as an alternative with more potential. We do not

necessarily object to that notion, nor would we rule out the possibility of the final station location (if this alignment is selected) being somewhere between TD2 and TD3. We would submit that TD3 may not allow as full an opportunity as TD2 for transit-oriented development near the station area and seamless connections between other modes.

12. **Parking –** The existing parking garages at the Tacoma Dome station area have been well utilized and operating at capacity on a regular basis. The anticipated lack of sufficient parking in the area will significantly impact the ridership of the TDLE. We acknowledge, value and support Sound Transit's and the City's efforts in promoting the use of public transportation and enhancing the intermodal connections, especially in the Tacoma Dome Station area, which is one of the principal multimodal transportation hubs of the region. We are also fully aware and supportive of the vision for the Dome District area which is to continue to grow and develop into a true urban environment. However, as much as we would like to believe that the need for parking will soon be a thing of the past, the market is not moving that way very quickly. The need for parking in the area will remain for many years to come. The parking issue should be carefully assessed in the EIS and property mitigated.
13. **Station Design** – Station design is an opportunity to create a new identity for this area with station architecture (elevated option) or station entrance plaza (below-grade option) that makes a proud statement and reinforces the fact that this is the most urban station location in the South Corridor. We implore Sound Transit to honor this aspiration and fully engage the community in the station design.
14. **Additional Factors** – In addition to the aforementioned suggestions, we would offer the following factors for Sound Transit's consideration for the evaluation and selection of station locations and alignments:

    - All potential station locations in the Dome District are in very close proximity to one another. The primary considerations from an advantages and disadvantages standpoint should be how the station would integrate with transfer to other modes and what impact an alignment and station location would have on the character of this area and development potential.
    - To achieve the Dome District's vision as a dense urban neighborhood, it is critical that the TDLE project be integrated in a way that facilitates a tight-knit collection of residential, commercial, and institutional uses that maximize the use of private property. Therefore, preference should be given to station locations and alignments that utilize rights-of-way (ROWs) and minimize impact to parcels and their potential development.
    - Visual impacts of elevated station and track alignment on the Dome District should be sensibly addressed. This includes the visual impacts of the tail-segment of the track facility reserved for the train switch-back operation and future expansion of the line.
    - The Dome District street network is already congested and complicated with frequent signaled intersections, shallow blocks, and track crossings for the streetcar and rail. A grade separated solution should be considered.
    - Consideration for the siting of the station and how it relates to transit connections and points of access are critical. This includes a better understanding and analysis of routes of

travel to the district from Downtown and from South Tacoma via South Tacoma Way/26th Street or from McKinley Hill via D Street.

The Tacoma Dome Link Extension is a 50+ year investment. We applaud Sound Transit for striving to fully engage the community and collaborate with jurisdictions and agencies in the development of this important transportation project. Tacoma, as the largest growth center of the South Puget Sound, is a destination served by TDLE, not just a terminal on the line. While we appreciate Sound Transit's conduct of business in a pragmatic and fiscally responsible manner, we encourage Sound Transit to envision big, look long-term, think outside the box, and stay flexible.

Sincerely,

Stephen Wamback, Chair
Tacoma Planning Commission

c. Mayor Victoria Woodards and Members of the Tacoma City Council
Elizabeth Pauli, Tacoma City Manager
Co-Chairs Jane Moore and Gerrit Nyland and Members of the Tacoma Transportation Commission
Brian Boudet, Planning Manager, Tacoma Planning and Development Services Department
Lisa O'Hanlon, Tacoma Government Relations Office
Pierce County Representatives on the Sound Transit Board of Directors:
Bruce Dammeier, Pierce County Executive
Kent Keel, University Place Mayor
Kim Roscoe, Fife Mayor
Victoria Woodards, Tacoma Mayor

City of Tacoma
Transportation Commission

April 24, 2019

Ryan Mello, Chair
Infrastructure, Planning, and Sustainability Council Committee
747 Market Street, Suite 1000
Tacoma, WA 98402

Re: Sound Transit Tacoma Dome Link Extension

Dear Chair Mello,

Formed in 2013, the City of Tacoma Transportation Commission leads community efforts to ensure the transportation system investments in the City of Tacoma prioritize safety, efficiency and effectiveness. This letter identifies Tacoma Dome Link Extension station location preferences, and the rationale behind those choices.

In 2016, the Transportation Commission urged the City Council and then Mayor Strickland to fight for Tacoma Dome Link Extension completion by 2028. While the plan is for 2030, this Commission continues to prize timely completion, which requires focusing on only the most desirable locations. Therefore, the Transportation Commission recommends advancing just two elevated station locations at the East Tacoma Station and two elevated station locations at the Tacoma Dome Station for analysis in the next stage. The following recommendations prioritize safe and speedy pedestrian access to destinations and other modes of transit.

City of Tacoma Transportation Commission Recommendation 1

- Move forward East Tacoma Stations ET3A and ET3B for further analysis, with neither being prioritized as our top priority.

City of Tacoma Transportation Commission Recommendation 2

- Move forward Tacoma Dome Station TD2 as our top priority and Tacoma Dome Station TD3 as a secondary priority for further analysis.

For Recommendation 1, the Transportation Commission prefers the East Tacoma Stations ET3A and ET3B. These stations provide the best pedestrian connection to residential development in East Tacoma and to the Puyallup Tribe of Indians casino, a major employment and regional destination. With changing zoning to the west and north of the ET3A and ET3B station positions, this location also promotes future development. In addition to recommending these locations, the Transportation Commission highly recommends:

- A grade separated pedestrian route to the station from both the east and west side of Portland Avenue.

- An enhanced pedestrian and bicycle route to the south, either over I-5 or along existing routes under I-5 with improvements for both safety and the perception of safety.
- Design a pedestrian and bicycle route to the north to connect with the future Tacoma to Puyallup connection.

The other East Tacoma options fail to adequately connect to the East Tacoma neighbors, the primary target of this station location.

For the station location choices in Recommendation 2, the Transportation Commission prioritizes safe and efficient pedestrian movement between the Link, fixed route service, the new Bus Rapid Transit, the Tacoma Link, parking, the Sounder, Sound Transit Express buses, taxis and ride shares. While other stations may appear advantageous, they provide challenges that would cause riders to navigate multiple grade connections (more than one elevator or escalator needed), vehicular conflicts, and longer distances.

Furthermore, TD2 provides the least impact to current and future development. Other stations may require right of way acquisition that would demolish current structures or prevent development in an area designed for density. TD2 also appears to best provide for the potential future Link extension toward the Tacoma Mall area, a continuing Transportation Commission priority.

In designing TD2, the Transportation Commission highly recommends the routes between the Light Rail Platform to the platforms of other modes of transit include:

- No more than one elevator ride.
- No pedestrian/vehicular conflicts.
- A covered route.

Additionally, the Commission recognizes the historic importance of this area in relation to the Puyallup Tribe of Indians. This project should take the utmost care to work in consultation with the Puyallup Tribe of Indians to provide the least amount of disruption to the members of the Tribe, their historical lands, their reservation, and the lands they own.

Overall, the East Tacoma Station options ET3A and ET3B combined with the Tacoma Dome Station option TD2 provide the best connection to local and regional destinations, allow pedestrians the most efficient and safest routes, and will minimize issues that may prevent on-time and on-budget completion. For these reason we urge Sound Transit to choose these stations for additional analysis in the Environmental Impact Statement.

Sincerely,

Jane A. Moore, MD

Dr. Jane Moore
Co-Chair
Transportation Commission

Gerrit Nyland
Co-Chair
Transportation Commission

cc: Mayor Victoria Woodards
Tacoma City Councilmembers
Tacoma City Manager
Steve Wamback, Planning Commission Chair
Claire Chase, Sound Transit

May 1, 2019
REF: TDLE Scoping Comments

“Building light rail isn't just about moving people from place to place. It's also about building place. That's why Sound Transit prioritizes Transit Oriented Development, or TOD.
When Sound Transit prioritizes equitable TOD, it puts the building blocks in place for more people to live in sustainable, exciting, walkable neighborhoods with direct access to local businesses and community life. Living near transit also means being one traffic-free ride away from larger regional hubs such as Sea-Tac Airport and the University of Washington. By building TOD, we help people reduce time-consuming and costly trips to access jobs, education, culture and opportunity.”

-Sound Transit

Overview

The city of Tacoma, the South Downtown Sub Area plan, and the Dome District wholeheartedly support the goals stated in Sound Transit’s vision of TOD. The city has adopted a plan that provides the framework toward achieving these goals for the Dome District. Sound Transit has laid the foundation, and for the last decade our leaders and citizens have been working, volunteering, investing and building toward achieving this vision. This planning also set the stage for relocating the new Amtrak station into the TOD, adding another mass transit network to the regional Transportation Oriented District. This long- range planning effort has helped produce recent developments in housing you can witness today in the district.

Finally, after a decade of transit operation, ST link light rail, Express Bus Service and Sounder Commuter Trains, we have three housing projects in various stages of development bringing affordable housing opportunities desperately needed to fill a void.

Community Position

We are writing this letter to state our position in response to the open house and give you our comments. Our community position from the Dome Business District regarding a proposed elevated track for TDLE, as shown in your renderings, does not meet the common goals for a TOD community. Building a huge elevated concrete track on existing surface streets in the district will displace new residents, deter commerce and wipe out newly constructed mix-use buildings not in line with city planning. The renderings appear to ignore the sub-area plan, treat the station locations as a suburban transit corridor, and appear lacking in TOD principles. The sub-area plan is a 10 year old plan, but is still used as the driving force in achieving our goals to transform the district into a place to live, work, plan and travel.

The community embraces mass transit and enthusiastic in its support of thoughtful planning efforts and collaboration in achieving goals of public transit agencies. One of the lessons we learned early on when expanding and planning in a TOD, *collaboration* is key to achieving a superior outcome.

Recommendations

We have attended numerous stakeholder meetings and strongly urge you to perform a study for an underground, below grade, or cut and cover solution that will fit into the small geographic area inside the Dome District and have *each* site be studied with an underground solution in the EIS. Another station consideration not shown as a preferred alternative is an elevated track over existing Sounder/Amtrak tracks. This alternative would have little impact to the neighborhood since the alignment and ROW are already in place. The TD3 site alternative could be incorporated into a station design offering additional parking, expanded BRT service and housing.

Community opportunity costs that will be lost with an elevated track over surface streets should be studied. We want this additional mode of transportation to make a positive contribution to the community it serves. The district also serves as a successful entertainment district requiring comprehensive traffic coordination. The limited surface streets in planning transportation expansion in the Dome District need to be addressed in the EIS. This district offers beautiful

views of the city and waterway. An important attribute for consideration and how they can be protected.

Safety Considerations

Safety and walkability to nearby schools, downtown, parks and waterfront should be a top priority. Pedestrian use will increase as housing continues to grow between the nearby communities. This is a key connecting point for people moving around the city. Today, safety concerns are expressed to Sound Transit on a regular basis, especially pertaining to pedestrian corridors used for public transit. Prior to building the pedestrian corridor at the Lock Park on A street, community members shared their concerns about safety issues with the construction design of that transit corridor, and currently continue to plead with the city and Sound Transit about the safety issues around the covered shelter area in the park. We recognize the same issues will surface if a large covered shadowed mass is built along one of our urban corridors. If you construct multiple covered sheltered areas it will need to be constantly monitored for safety and clean up. This is an urban area soon to have density.

TOD

Siting this station correctly and locating the railway alignment approaching our district is of upmost importance and needs careful TOD planning considerations. Sound Transit has had the benefit of attending our monthly meetings for over a decade and aware of current and future TOD planning efforts. Coordination on transportation issues with all the public agencies is a hot topic and discussed on a regular basis. The city has recognized the unique planning aspects in TOD communities, and recently approved a TOD advisory group to help guide planning efforts throughout the city. It serves as Tacoma's gateway into the city and requires the kind of visioning in building out a TOD as mentioned in your vision statement. Please consider updates to the transportation plan for Puget Sound and housing forecasts that apply to TOD and housing demand close to transit. We are very supportive of mass transit and the ST3 plan for adding light rail from the airport to the Tacoma Dome District. But until recently, we did not understand the only proposal being put forward was an elevated track. We hope through your public comment period you will recognize the need to have a station

that will promote a successful TOD experience and include an underground station solution.

Thank you for including our community comments in your planning for this important transportation expansion.

The Dome Business District

950 Pacific Ave, Suite 300 | Tacoma, WA 98402
253-259-9421 | info@downtownonthego.org

April 30, 2019

Sound Transit Board
401 S Jackson St
Seattle, WA 98104

Dear Sound Transit Board:

On behalf of Downtown On the Go, please accept our comments on the EIS Scoping Period for the Tacoma Dome Link Extension (TDLE) Project.

At Downtown On the Go, our priority is creating and supporting multi-modal transportation options and we seek to reinforce a compact, urban core that provides transit service in the most efficient way to create a thriving economy. Tacoma commuters will benefit greatly from the TDLE stations and we fully support the project. Our priorities for station locations are:

East Tacoma Station: ET3 A & B – 26th Street

Tacoma Dome Station: TD2 & 3 – 25th Street

The new stations should seamlessly integrate into the local transit system and include multi-modal access for walking and biking. Pedestrian and bike connections are imperative in creating a connected system that liberates individuals from their cars. In particular, we would like to highlight the connection to the Tacoma to Puyallup Trail Connection, Pierce Transit's Bus Rapid Transit project, and the City of Tacoma's Puyallup Ave Multimodal Redesign.

Downtown On the Go (DOTG) is the transportation management association for downtown Tacoma and our goal is to reduce the number of commuters who arrive by single-occupancy vehicle every day by making it easier to walk, bike, and take transit in Tacoma. We do this by informing downtown commuters, businesses and residents about transportation options; encouraging the use of transit, bicycling, and walking; and advocating for transportation choices and land use policies that promote a vibrant, integrated downtown.

Please do not hesitate to reach out with questions.

Sincerely,

Kristina Walker
Executive Director
Downtown On the Go

Downtown On the Go is a partnership between the Tacoma-Pierce County Chamber, City of Tacoma and Pierce Transit.

FOSS WATERWAY DEVELOPMENT AUTHORITY

535 Dock Street, Suite 204 – Tacoma, WA 98402-4630
Phone: (253) 597-8122 www.theafoss.com

April 30, 2019

Sound Transit
Elma Borbe
401 S. Jackson Street
Seattle, WA 98104

RE: EIS Scoping for Tacoma Dome Link Extension

Dear Sound Transit Representatives:

Foss Waterway Development Authority (FWDA) is charged by the City of Tacoma with the redevelopment and revitalization of the 1.5-mile-long Thea Foss Waterway located at the base of downtown Tacoma, adjacent to the Dome District. FWDA has been carrying out this responsibility since 1996.

Most building developments found along the waterway's western shoreline are residential in nature with a population that frequents businesses in the Dome District.

The Dome District is rapidly evolving into an economically healthy mix of businesses and residential developments. Much of this growth is attributed to Tacoma's growing population, including those seeking to reside near mass transit. We support Tacoma's community leaders that are striving to make the Dome District a thriving Transit Oriented District.

FWDA is very concerned that the current TDLE Scoping does not include the alternative of undergrounding the proposed rail alignment through the Dome District. Many on our Board know the detrimental impacts that an elevated rail alignment can have on the economic, esthetic, and quality of life aspects of a neighborhood. The Dome District's built environment has a historic past that should be preserved, not razed. New residential projects should continue to be encouraged to take place by positive transit options, not discouraged from taking place by having a superstructure rail alignment built over the street.

The FWDA Board of Directors recommends that additional options should be presented by Sound Transit that will support future development not discourage it. We strongly recommend that an **Underground Alignment** be included in this current Scoping for TDLE.

Thank you for your consideration.

Sincerely,

Norman Gollub
Executive Director

Cc: FWDA Board of Directors
Tacoma City Council Members

816 Second Ave, Suite 200, Seattle, WA 98104
p. (206) 343-0681 f. (206) 709-8218
futurewise.org

May 1, 2019

Sound Transit
401 S Jackson St
Seattle, WA 98104

Dear Sound Transit,

Thank you for the opportunity to comment on the Tacoma Dome Link Extension Scoping for the Draft EIS. My name is Molly Nichols, and I am the Tacoma Outreach Coordinator with Futurewise, a statewide nonprofit that prevents urban sprawl and advocates for sustainable and equitable housing, transportation, and environmental policies.

We would like to highlight a few priorities for the study and the project overall: safety, equity, and access. Echoing comments from Downtown: On the Go and the Puyallup Watershed Initiative Active Transportation Community of Interest, we are asking Sound Transit to ensure safe, accessible and adequate connections for pedestrians, bicyclists, and people using public transit to get to the new stations. The success of this project depends on ensuring that all users can safely access it. The project should also be integrated with current and future transportation projects including the Tacoma to Puyallup Trail Connection, Pierce Transit's Bus Rapid Transit, and the City of Tacoma's Puyallup Ave Multimodal Redesign.

We also support the points laid out by Transportation Choices Coalition that emphasize the need to put equity front and center, to mitigate displacement impacts, and to more deeply analyze the impacts on historically marginalized populations. It is especially important for there to be adequate connections to the stations for residents of East Tacoma, who have historically been cut off from significant infrastructure investments. Sound Transit should also use their resources and work with partners to promote affordable housing near the stations.

Thank you for your work on the Tacoma Dome Link Extension project. Futurewise would like to reiterate that safety, equity, and access are central themes throughout the DEIS process. We look forward to working with you on the next phase of this project.

Sincerely,

Molly Nichols
Tacoma Outreach Coordinator

HISTORIC TACOMA

EDUCATION.
ADVOCACY.
PRESERVATION.

www.HistoricTacoma.org

Board of Directors
Kathleen Brooker
Don Erickson
Marshall McClintock
Jennifer Mortensen
Rick Semple
Steven Treffers

Staff
Michael Lafreniere,
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info@historictacoma.org

Mailing Address
PO Box 7664
Tacoma, WA 98417

April 21, 2019

Sound Transit
ATT: Elma Borbe
401 S. Jackson
Seattle, WA 98104

Dear Ms. Borbe,

Historic Tacoma advocates for the recognition and reuse of our historic places and connects people with preservation resources. We empower supporters and community members to become active partners in saving Tacoma's heritage.

Historic Tacoma welcomes the addition of Sound Transit's Link to the City of Tacoma and would like to be assured that the Tacoma Dome Link Extension (TDLE) will be sensitive to the existing built environment.

While any project of this scope is disruptive, we feel that the treatment and location of the TDLE is especially critical as it is located in the dense urban downtown of Tacoma.

The Dome District is a premier TOD and with current residential development continuing, the district will serve to mitigate development pressures in other less dense neighborhoods. This continued development on currently underutilized land creates a concentration of housing and retail close to the transit hub in the Dome District and is a critical component of the City of Tacoma's growth plan. This concentration will lessen the pressure to densify, and thereby threaten the urban and suburban character of other neighborhoods.

Enhancing and encouraging development in the Dome District by placing the TDLE Station below grade (underground) and not on an elevated track will serve to not only make more land available for development, it will not cause usable buildings in the path to be demolished or affect listed historic landmark structures.

We support putting the option of a below grade station and track to be placed in the scoping in the EIS for the TDLE.

Sincerely,

Kathleen Brooker
Board President, Historic Tacoma

cc: Mayor Victoria Woodards, City of Tacoma
Janice McNeal, President, Dome District Business Association

NEW TACOMA
NEIGHBORHOOD COUNCIL

www.cityoftacoma.org/neighborhoodcouncils

Dear Sound Transit TDLE Planning Staff,

We, the New Tacoma Neighborhood Council (NTNC), represent and are advocates for the downtown neighborhoods of Stadium District, Foss Waterway, the Core of Downtown, the Hillside up to MLK, Brewery District and the Dome District as well as a big part of the Tide Flats. We work with these areas to better their environs for living, working and playing here, the heart of the City.

We are very concerned that the single option of elevated, leaves the Dome District with no options for a successful realization of their vision as a true regional TOD for the City of Tacoma. Though there are up to 7 or 8 options, they are all elevated and the Dome District must have the option of underground. We recommend an underground option for at least TD2, TD3 and DT4E in-street on the presentation boards and as part of the scoping for the Environmental Impact Study(EIS).

Below is our list of impacts that need to be studied as part of the EIS.

Elevated track has been shown to :

1. Lower property values
2. Compromise businesses
3. Diminish appeal to developers, perspective customers, tenants and clients
4. Form a perceived negative quality of being "below" enabling negative activities to occur (CPTED)
5. Creates unbuildable and undesirable lots under and around structure
6. Be an out-of-scale structure forced into existing urban streetscape
7. Destroy urban street vitality and back & forth competition and communication of urban street relationships
8. Produce questionable proprietorship of area under structure

We are excited about the first, of many more, housing projects going into the Dome District and apprehensive about the effect of a failed full-fledged Dome District TOD on our other neighborhoods in the NTNC and the ripple effect on the whole city. The Dome District is one of the main entrances to the Foss Waterway & Downtown and entering under or along side a monumental structure that has ruined businesses and driven developers away must not happen. Boaters staying at the moorage on the Foss for the weekend, use the Dome District as a place to investigate and have breakfast etc have nowhere to go because Alfreds has been torn down as well as other venues for restaurants and living. Workers from Downtown use the little LINK to get to Freighthouse Square for a good cheap lunch before walking it off, going back to work; stop coming because the sense is "down under" in the Dome District. This all needs to be studied in the EIS.

Thank you,

Amber Shirk
Chair - New Tacoma Neighborhood Council
4-21-2019

Puyallup Watershed Initiative
Active Transportation

April 30, 2019

Dear Sound Transit,

Thank you for the opportunity to provide comment on the Tacoma Dome Link Extension scoping for the Draft EIS. I am writing on behalf of the Puyallup Watershed Initiative's Active Transportation Community of Interest (AT COI), a community coalition working towards safe, healthy, and affordable active transportation options for all.

One element of this project we hope will be given significant attention in the draft EIS is the safety of people who will walk, bicycle, and take transit to the new stations. In 2014, a Pierce Transit rider survey found that two thirds of riders (66%) do not have a driver's license and 39% do not have access to a vehicle. Pierce County transit riders will rely on walking, bicycling, and local transit connections to access the new light rail line, however, there are currently barriers to safely using these modes. In 2017, there were 376 people hit by a car while walking or bicycling in Pierce County – more than one person every day of the year. We hope that Sound Transit will invest in infrastructure improvements through this project – like signalized crossings, safe and protected bicycle routes, and accessibility upgrades to improve the safety and access for people using our regional transit system. We are particularly interested in seeing Sound Transit ensure that residents from Tacoma's Eastside neighborhood can safely and conveniently access the East Tacoma station via walking, rolling, and local transit connections given the safety and access disparities the Eastside faces and existing hazardous conditions between the Eastside's residential neighborhoods and proposed station locations.

We are also looking forward to furthering discussions with Sound Transit on how this project can align with efforts to create a regional trail connection between downtown Tacoma and downtown Puyallup. This spring, we're kicking off a Route Analysis Study with WSDOT, local jurisdictions, Downtown On the Go, and community partners to assess potential routes and we see significant potential for collaboration.

We'd also like to lend our support to the many points laid out by Transportation Choices Coalition – particularly as they relate to equity, displacement, and environmental justice. We hope Sound Transit will prioritize these issues through the EIS and into implementation.

The AT COI enthusiastically supports the Tacoma Dome Link Extension project and we look forward to seeing the project move forward into the next phase!

Sincerely,

Liz Kaster
Active Transportation COI Manager
www.pwi.org/activetransportation
Safe, healthy & affordable active transportation for all

May 1, 2019

TO: Sound Transit Staff
FROM: Transportation Choices Coalition

Dear Tacoma Dome Link Extension EIS Staff,

Thank you for the opportunity to comment on the scoping of the Tacoma Dome Link Extension Environmental Impact Statement. Transportation Choices Coalition strongly supports connecting the Puget Sound region through affordable, reliable, accessible, and sustainable transit, supported by excellent modal integration and station access. TCC also supports the missions and comments submitted by Downtown on the Go, the Puyallup Watershed Initiative Active Transportation Community of Interest and Futurewise.

Throughout the development of various ST3 projects, TCC has advocated based on the following values:

- Maximize equitable TOD and affordable housing potential
- Integrate transit, bike, and walking networks
- Prioritize race and social justice
- Ensure travel reliability
- Minimize displacement
- Build a system that looks to the future
- Accessibility for all users, especially those with disabilities

Given these values, we offer the following comments regarding impacts to be studied:

Station Access and Mobility
When easily accessible, light rail provides a very safe way to travel compared to driving; better access to transit for wheelchair users; and coupled with easy and safe routes to walk and bike to trains, an opportunity for active transportation. We would like to see health and safety incorporated into the purpose and need statements, especially as they relate to station access and integration with other transportation networks. Maximizing the investment of light rail depends on excellent station access, and safe, comfortable and convenient connections to other multimodal networks. Ease and comfort of access to the system translates into more ridership, which should be a guiding principle in selecting among project alternatives for all sections of the project. Health and safety impacts must be studied throughout all access and integration issues, as they are fundamental to the usability of the system. In addition we offer the following comments:

- **Station access** - Intiutively and seamlessly finding and getting into the station is critical to the success of light rail. Study should include number of entrances/exits to stations and station visibility (stations should be designed and located such that they are highly visible, including details that are visually distinctive). The number of at grade crossings, and the quality of crossings (ie; signal timing, crossing distance, etc) to reach stations should also be studied.

Crossings not only impact rail reliability, but the safety of users trying to access the station on foot or bike using crosswalks, putting them in the way of both cars as well as trains.
    - The “scope” of station access must be flexible based on each station area. For example, study of station access in East Tacoma must include a broad geographic area and examine multiple options for safe and comfortable walking and biking passage under I-5.
- **Transit transfers -** Fast and convenient transfers from light rail to bus, and heavy or commuter rail are integral to creating a function system. Study impacts to transfer times, ease of transfers (platform to platform transfers are ideal), multiple transfer options (stairs, multiple elevators on each side of the platform in case one elevator is out of service, escalators, escalators), direct connections, how many crosswalks and what is the “level of service” for transfers.
- **Integration with other modes -** Whether certain alignments help establish new networks, remove portions of existing networks, or create more dangerous crossings and access is critical information. ST should study the potential for direct connections between stations and planned/existing walk/bike facilities. Those facilities should include both neighborhood greenways and protected bike lanes, but should also acknowledge the difference between those facility types, in terms of how safe and comfortable they are to a range of user types (age, language, ethnicity, gender, race, ability). High-quality bike parking, including long- and short-term parking for individually owned bikes, and space for on-demand micro-mobility services must be appropriately designed (all covered; long term parking must be secure) located in highly accessible locations at all stations, in such a way as to not impede pedestrian flow.
- **Access mitigation for all ages and abilities.** During construction or as part of the final alignment, existing biking and walking networks will be impacted, thus creating inconvenient or potentially dangerous multimodal access. Ensuring safe, comfortable, and convenient interim and long-term passage for people biking and walking, paying special attention to individuals with any sensory or ambulatory impairment, is critical mitigation. Proper wayfinding and robust communications, legible to all communities regardless of English language ability is essential.

A Future-Oriented System

The buildout of this system must be considered as a multi-generational investment that will reach far beyond the geographic footprint of the Tacoma Dome line. Our region is projected to grow by 1.8 million by 2050. As such, identifying impacts to the future buildout or connectivity of this system is imperative. We would like to see the following studied and assessed:

- **Future light rail expansion -** Study the potential opportunities and limitations of station placement and alternative placement in terms of future light rail expansion. Disclose any alternatives that would hinder future expansion.
- **Future bus/station integration -** Study growth potential for feeder service at all station locations, especially at line termini, where future light rail service is decades away. Ensure that stations are placed and designed with future bus feeder service in mind.
- **Future station capacity -** Using projected population growth, study the impacts to station capacity. Consider how station planning will accommodate increased population and ridership, including platform size, entry/egress, payment systems,
- **Future land use -** Consider city comprehensive plans, long-term growth patterns, the effects of regional objectives that can affect city zoning and land designations such as Vision 2050, and trends in the areas of stations and alignments to help maximize the potential for transit-oriented development. Select compatible designs for the system stations and alignments that will serve the needs of the community as well as provide greater access to opportunity to more communities.

- **Flexible design for developing transportation technologies** - Considering the rapid evolution of transportation technologies, station design should, to the extent possible, be future-proofed for flexibility. We know that the future light rail system will be integral to future mobility; but we do not know how the advancement of autonomous vehicles, shared services, micromobility, etc. will change, shape or require flexibility in light rail access in the future.
- **Technological considerations** - As transportation technologies advance, so do other technologies including payment systems, customer service, safety technologies, cellular and wifi service, and so on. Consider how to technologically equip stations for other future needs.
- **Designing for uncertain climate future -** Structures, especially underground ones, should be designed and constructed to withstand the effects of rising sea level and more extreme temperatures and hydrologic events. Resilience in both the operational details of the system and the human user interaction of accessing these transit elements should be a guiding principle of design.
- **Designing for an accessible future, rather than designing to meet the minimum requirements under the ADA.** Adding accessibility to existing infrastructure is far more costly than including accessible features in the initial design (see NYC subway). As our region, and our society at large, age and move towards recognizing that disabled people have a right to accessible transportation infrastructure, we should be designing a system that gives us full and equitable access.

Displacement

While Sound Transit and the EIS process seem well equipped to understand the potential direct displacements from construction and eminent domain, we still have concerns about a) the disproportionate impact of these displacements on certain demographics, and b) the possible impacts of longer term economic and cultural displacement due to rising land values and gentrification.

- **Understand and disclose impacts to hard-to-reach populations** - Sound Transit currently evaluates acquisition and displacement burden on low-income and “minority” populations. While Sound Transit technically has a robust relocation program, we remain concerned that this information may not equally reach those who do not speak English, renters (both commercial and residential), and those who are undocumented. It may be harder to tap into communities where English is not the first language without interpreters and community liaisons. Anecdotal evidence suggests that landlords may not pass on relocation information to tenants due to worries that they will not fulfill their remaining lease. Most undocumented persons will not be able to access relocation benefits, due to federal restrictions.
- **Equitable access to relocation benefits** - We urge Sound Transit to thoroughly analyze potential displacement impacts disaggregated by renter/owner, income, race, English proficiency, and a rough understanding of where immigration status may be an issue (without revealing anything that could be used against communities) in order to understand disproportionate and/or different impacts across alignments as well as ensure the agency has a robust plan to ensure equal access to benefits. Sound Transit should continue to explore innovative mitigation strategies related to relocation for undocumented residents.
- **Cultural and Economic Displacement** - Though much harder to measure, many planners are using models to predict the risk of longer term economic displacement in an area due to critically important but landscape-altering transportation investments. Sound Transit should use tools such as these (PSRC now has a displacement risk tool) to identify areas with high displacement risk and work directly with the community to understand the anticipated impacts from different

alignments, and the appropriate mitigation to help people stay in their homes and jobs and maintain their cultural cornerstones and POC-owned businesses.

Environmental Justice

Currently, Sound Transit's level 3 screening criteria considers impacts to historically underserved populations with a focus on access to opportunity (activity nodes) and burden of property acquisitions and displacements. We believe this analysis must go deeper:

- **Analyze all discipline areas using meaningfully disaggregated data by race and income -** Though some analysis has been conducted by Sound Transit, for each of the different EIS impact discipline areas, we should be disaggregating data by race and income to uncover potential disproportionate burden. For example, fish and wildlife habitat impacts may disproportionately impact cultures and communities that rely on fishing in the area.
- **Consider cumulative impacts on historically marginalized populations -** The public should understand disparate impacts across all disciplines -- especially considering cumulative impacts on these groups from ongoing systemic discrimination, especially and including impacts from racist policies in the built environment, ongoing challenges of displacement from a fast growing city and region, and historical lack of outreach and representation in government decision-making.
- **Evaluate proposed mitigation using a racial equity toolkit -** Given historic and cumulative impacts, mitigation should look not just to do "no disproportionate harm" nor to "expand mobility for the region's residents, which include transit dependent, low-income, and 'minority' populations," but work to target and prioritize mitigation for these groups and ensure that mitigation is tailored, based on authentic engagement, to be valuable to the impacted communities. Sound Transit should use tools such as a racial equity toolkit to evaluate proposed mitigation.
- **Improve demographic language** - We must also ensure that while the language we use is sufficient to meet EIS requirements that it also respects all the communities we serve. We ask that the agency move away from the term "minority," which is not only disfavored by communities of color, but can often be technically untrue, especially in diverse areas like the Puget Sound. In an age when citizenship is used to threaten individuals and separate families, we also ask that you remove the term "citizens" from your Purpose and Need and analysis, unless the term is explicitly being used in order to understand the impacts, especially of displacement and relocations, on undocumented residents.

Thank you for the opportunity to comment on the scoping of the EIS. We look forward to continued engagement around this project.

Sincerely,

Kelsey Mesher

ARCHDIOCESE OF SEATTLE
OFFICE OF PROPERTY AND CONSTRUCTION SERVICES
206-382-4851
FAX: 206-382-4266

710 9TH AVE
SEATTLE, WA 98104-2017
www.seattlearchdiocese.org

To whom it may concern,

I'm the Director of Property and Construction Services for the Archdiocese of Seattle. We've recently learned that Sound Transit is planning a Fife Station that would negatively impact our St. Paul Chong Hasang Korean Catholic Church. The Archdiocese of Seattle supports Father Kim and his parish in their opposition to Sound Transit's plan Fife 1, Fife 3A, Fife 3B, Fife 4A, Fife 4B, and any other routes that would be adjacent or run through the church property. These Fife Station plans will have several negative impacts on the church community, as outlined by Father Kim in his letter.

We encourage Sound Transit to find an alternative route that protects the ability of the parishioners to practice their faith at St. Paul Chong Hasan Korean Catholic Church. The Archdiocese of Seattle and Father Kim would welcome the opportunity to meet with Sound Transit for further discussion. Please contact me directly to arrange a meeting.

Sincerely,

Ed Foster
Director of Property and Construction Services
Archdiocese of Seattle
Edf@seattlearch.org

St. Paul Chong Hasang Parish
1316 62nd Ave. East / Fife, WA 98424

Phone (253) 896-4489 **Fax (253) 896-9468**
StPaulChongParish@gmail.com **www.SPCKCC.us**

Dear whom it may concern:

My name is Hyungyu Kim, the pastor at the St. Paul Chong Hasang Parish. I recently attended the open house at the Fife Community Center and received the information about the TDLE.

I'd like to express thoughts about the TDLE behalf of our parishioners. We are opposed to any line that will run through near our church whether that said line directly contact our property or not for the following reasons:

- Unlike other properties, the purpose of our property is for the practice of faith therefore it requires tranquil environment with no interruptions during faith services.
- At our parish, we have many children and young adults playing at the church grounds. I am deeply concern with safety of these children if Sound Transit decides to build a station and rail lines near our property.
- As seen on the news, we will see increase in traffic and number of accidents near rail lines and the station.
- Our property and building structures will suffer significant diminish value as result of rail lines near our properties.
- The rail lines will have a direct impact to both pastors and sisters housing. Such area must be tranquil not only for their daily prayer services, but also for them to prepare faith service parishioners.

Therefore, we are opposing the Sound Transit's plan 1, 3A, 3B and 4A.

Feel free to contact me if you have any questions.

Thank you

Hyungyu Kim

No	Name	Phone Number	Sign	
1	June chang			
2	CHOON HO SHIN			
3	CHESIC YI			
4	Soon D JAMES			
5	Joo Lee			
6	WON KIM			
7	SANG HAN			
8	Nam Hewi Her			
9	Mee Hie Ree			
10	Sook Soon BAIK			
11	KIM jin OK			
12	Soon D. Kim		Soon D. Kim	
13	Sylvia Kim			
14	Charles Kosmicki			
15	Pyong Ho yoon		Pyong H yoon	
16	Sook ja Lee			
17	Bella Y. Kim			
18	Jungho Kim			
19	Sang D Park			
20	Joseph Sook Kim			

No	Name	Phone Number	Sign	
21	Jisoo Kim			
22	Gen Paek			
23	Suji Paek			
24	Casey Chang			
25	Kyung Lee			
26	Hyunkyoung Kim			
27	Joon Sinn			
28	GREGORY UM			
29	YONGIN KIM			
30	Sh Kim			
31	Michael Chung			
32	YONG H CHANG			
33	OK Hee KIM			
34	Donna Chong			
35	Tae Ji			
36	Mary Northcutt			
37	Linda Chung			
38	Sun Choi			
39	Taehoon Choi			
40	Andrew Choe			

No	Name	Phone Number	Sign	
41	김 명숙		Kim	
42	정정신 (새힘회사)		C. C	
43	최은주 (요한)			
44	윤 강 명 (시몬)			
45	고 한영			
46	Thomas Kim			
47	Theresa Lee			
48	Rosa A Lee			
49	이 엘리 (Elizabeth			
50	Ju Yeon Ko			
51	SHIN YOUNG SUK			
52	Arem Shin			
53	Lynna Rim			
54	SOON KIM			
55	Rick Gonzales			
56	Jungsuk Choi			
57	Grace Cho			
58	Kiyul Mcdonald			
59	Jan C Lee			
60	Lisa Wichman			

No	Name	Phone Number	Sign	
61	LIM YANG TAEK			
62	KIM CHANG BAE			
63	Yong M. Kane			
64	Joong Y. Choi			
65	Sang Rae Kim			
66	Sang K Ro			
67	Byang C Ro			
68	Susan S Ha			
69	Teresa Kwon			
70	Yoney Sookhi			
71	Kim H. Stagner			
72	HUISUK HAN			
73	Young J Kim			
74	OK Ja KWON			
75	Greg De Waal			
76	Kim Nak J			
77	Yang Eun Hee			
78	Teresa Hong			
79	Kean Hong			
80	Sun Young Park			

No	Name	Phone Number	Sign	
81	Hyun Kyoung			
82	Tae Bae			
83	Sunhuy Bae			
84	Sunmi Choi			
85	Hannah Lee			
86	Sunghee Bursinger			
87	JungAe Ko			
88	Soo Park			
89	Chong Kum Ja			
90	Jekyung Park			
91	Angela Choi			
92	Joseph Kwon			
93	Daniel Kim			
94	Adella Kim			
95	Sang Ha			
96	Ki BOK Lee			
97	Jung Sim Lee			
98	Ho Jung Kim			
99	Kevin Cho			
100	Sylvia Ku			

No	Name	Phone Number	Sign	
101	Dong Soon Kim			
102	HYUN HO CHEA			
103	MYUNGIL MOON			
104	KIM KI WON			
105	HEA JOONKIM			
106	MI KYOUNG KOH			
107	Yoon soon Ryu			
108	Kihang Yoon			
109	Kun Sook Kim			
110	Sung Hun Kang			
111	Aaron Kang			
112	OH, DONG CH.			
113	Lee, Jaon			
114	Gichun Kwon			
115	Lib Ryu			
116	Erin Ryu			
117	YOUNG CHOE			
118	KUM CHOE			
119	Minn B. Song			
120	Jeong Hoonra Ko			

No	Name	Phone Number	Sign	
121	HYONOK Rhee			
122	AYE YOUNG CHUNG			
123	Han Koo Kim			
124	Sunghee Kim			
125	Heeyoung Li			
126	Steven Song			
127	Grace Kang			
128	Jonathan Jung			
129	Steven King			
130	Hyunsook Koo			
131	James Kang			
132	Jae Rhee			
133	Hyesub Song			
134	Hansem Ro			
135	Laila Martin			
136	Jin Lee			
137	Kyung M Yun			
138	HOA S. LEE			
139	Kyong H. Chung			
140	Yong Sook Park			

No	Name	Phone Number	Sign	
141	Yoo. Jong. SAN			
142	KWANGSOK CHANG			
143	AGRAM CHANG			
144	Sangcham Choi			
145	Charlie Kwon			
146	Lee, Jaeho			
147	Lucas Bae			
148	Ham Eun Hui			
149	Kyung ok Lee			
150	Hannah Cho			
151	Young Cho			
152	PAUL LEE			
153	Vivi Lee			
154	Dok Lee			
155	Kwan Kim			
156	Lee Sang Gun			
157	Eun Choi			
158	Chung H Lee			
159	Jungw Kim		Jungw Kim	
160	Gi'hae Yoon			

No	Name	Phone Number	Sign	
161	박 선 주			
162	안 윤 미			
163	이 재 수			
164	이 보 선			
165	김 병 성			
166	최 해 자			
167	김 노 현			
168	최 연 국			
169	박 동 하			
170	강 김 수			
171	강 영 숙			
172	이 재 옥			
173	[illegible] LEE			
174	서 순 옥			
175	이 정 수			
176	윤 강 진			
177	안 상 애			
178	김 혜 진			
179	Myung-Hee Lee			
180	Hyerin Song			

No	Name	Phone Number	Sign	
181	Cham Ro			
182	Hanyoul Ro			
183	Inkook Ro			
184	Tony Chang			
185	Sook Ro			
186	Sung J Jung			
187	Kwang Moo Lee			
188	Judy Lee			
189	Mrs S. Kee			
190	Young Choe			
191	Hyunjeong			
192				
193	Chan Su Yi			
194	Cui Yi Chon			
195				
196	Eunil Kim			
197	Sung Lee			
198	MIN JA LEE			
199	Andy Ro			
200				

No	Name	Phone Number	Sign	
201	Hyeonsook Lee			
202	Woo. JAE #			
203	Ji Yang			
204	Soo Yang			
205	Young Song			
206	Hamin Yun			
207	chom-suk Yoo			
208	Sun Hun			
209	Lorraine Jh			
210	Hwasun oh			
211	Sue 김			
212	김명선			
213	최 수선			
214	pham Loan			
215	Dasun Sun			
216	kwangyung Yu			
217	Hobong Song			
218	Won-Jae Lee			
219	Rosa S Chi			
220	Sungang Nam			

No	Name	Phone Number	Sign	
221	Chongae Yong			
222	YI, Yong Suk			
223	HeeSook Kim			
224	Suyhee Bae			
225	Mira Kim			
226	Sunny Bae			
227	Claire Park			
228	Nayoung Jim			
229	Albert Kim			
230				
231	Youngbin Choi			
232	Eunhee Kim			
233	Chang Ahn			
234	Yoonjung Choi			
235	Young Lee			
236	Ming Lee			
237	Ok Ja Yoo			
238	Chang H Shaw			
239	Jemanda Choi			
240	Paul Kim			

No	Name	Phone Number	Sign	
241	Yim, haesook			
242	Yim, min soon			
243	Oh, Michelle			
244	Hyeran Sim			
245	Jiwoo Kim			
246	Young-Suk Lee			
247	Teresa Ku			
248	Veronica KIM			
249	Um, Mari theresa			
250	TAMMY YUN			
251	DANNY PARK			
252	Jung, Eunice			
253	PATRICIA REYES			
254	Seoyeon Jo			
255	Dong Lee			
256	Wungjung Lee			
257	Danny Kim			
258	Hesun			
259	Soyeon Jang			
260	Sun JANG			

No	Name	Phone Number	Sign	
261	Ahn Shin			
262	Gyung ok Im			
263	B. K. Lee			
264	Namhyo NA			
265	Sug-Ki Hwang			
266	Yunhee Kwak			
267				
268				
269	Anna Lee			
270	Chung Lee			
271	Kyunghwa Youm			
272	Dong Kim			
273	James Choe			
274	Yoori Pak			
275	Austin Tokk			
276				
277	Angela Yun			
278				
279				
280				

No	Name	Phone Number	Sign	
281	Ku O Chung			
282	Michael Jun			
283	Chong H. Kim			
284	IK DUK WITANY			
285	Bok Sook Kim			
286	Mihwa Jung			
287	Soon Jong Hwang			
288	Hanna Jung			
289	Tok C Green			
290	Kyung J. Park			
291	Soo Kamon			
292	Eun Jun Ja			
293	Richard. D. Hall		Richard	
294	Sue Chan			
295	Heedon Lee			
296	Edwin Jhun		Edwin	
297	Kwi Chan Lee			
298	Soon Jang			
299	Andrew Kim			
300	Evin Kim		Evin Kim	

No	Name	Phone Number	Sign	
301	Namsook Kim			
302	Serena Cho			
303	Yheeng Chi			
304	Hyung B. Ahn			
305	Chi Won . chang			
306	N. CHANG			
307	Eun Shin			
308	Mihyun Nam			
309	Sun Jum Ko			
310	Ray, Y Hooks			
311	Isabella Kim			
312	Helen Bell		Helen	
313	clara criswell		clarawell	
314	Kums Tate			
315	Ji-Young Kim			
316	Seung Sik Kim			
317	JOHN JUNG		John Jung	
318	Soon Kim			
319	Myung S Park			
320	Minja Walsh			

No	Name	Phone Number	Sign	
321	Jiwon Kwon			
322	Steve Kim			
323	Andrew J. Kim			
324	Justin Cho			
325	JJ Jung			
326	Gil Sook Jeon			
327	[illegible]			
328	Sang Joon Yoon		Joon	
329	Da Young Jung		Da young	
330	Eujee Kim		Eujee Kim	
331	Jay Jhun			
332	ae ja kim			
333	Young Hee Kim			
334	Laura Kim			
335	Kyong Cha			
336	Yong W. Suesan			
337	Agnes Shin			
338	Mariana Kim			
339	Chongok Kim			
340	Chris Jun			

No	Name	Phone Number	Sign	
341	Young Roh			
342	Man C. SEO			
343	Yongchul Cu			
344	Kwang Yel Lee			
345	PETER K LEE			
346	MICHAEL CHANG			
347	Yong NICKSON			
348	Paul Sun Yang			
349	Jong Ho Kim			
350	Haenja Kim			
351	Sun Yi YOON			
352	Ho Suk Kim			
353	Hunter, Ulsha Fer			
354	Jung mi Park			
355	~~REBECCA LEE~~			
356	Dai Bang Kang			
357	Song S. Kim			
358	Song J Lee			
359	Mira Yeom			
360	Kuija Hall			

No	Name	Phone Number	Sign	
361	Yong S Kim			
362	Yong H Kim			
363	OK Soon Kim			
364	~~OK Soon~~ Sung			
365	Jung Ja Lee			
366	Kwi young Yun			
367	Kil Cha Kim			
368	Bok Man Kim			
369	Yong Hak Yi			
370	Tok Yi			
371	Sook Hee Choi			
372	Sylvia Yun			
373	Min Kim			
374	Soomi Kim			
375	Soonsung Kim			
376	Hyo sung Shin			
377	Harry Shin			
378	Chong pak Kim			
379	Mal Suk Park			
380	Chinho Lee			

No	Name	Phone Number	Sign	
381	Jung S. Meang			
382	Jung C. Kim			
383	Gio Hwang			
384	Park Chong Hui			
385	Kwon Sung Coon			
386	Yangsue Choi			
387	Otilia Yang			
388	Jeongmin Kim			
389	[illegible]			
390	Yoon, Sung			
391	Yoon, Chul S.			
392	Annette Novak			
393	[illegible]			
394	[illegible]			
395	[illegible]			
396	[illegible]			
397	Joseph Kwon			
398	Bok Jin Kwon			
399	Aeyoung Ahn			
400	Jung H. Ahn			

No	Name	Phone Number	Sign	
401	OK & Lee		OK & Lee	
402	[illegible]			
403	Woo. Gloria			
404	Woo. monica			
405	Kim John			
406	Kim Ily			
407	Kim chungi		Kim	
408	YUN, Jong ok			
409	YUN. Myoung Kun			
410	Marianna KIHNG		Marian Kang	
411	DOSUK CHOI		Salud	
412	[illegible]		D. S	
413	Yong H. Kim			
414	Choi, Christ			
415	[illegible]		Naomi	
416	Park Chang hoon			
417	Hong Seong Mi			
418	Taeho Lee		Taeho Lee	
419	Hesookhwang		Hesook Hwang	
420	Chang Kim			

No	Name	Phone Number	Sign	
421	EUNJUNG LEE			
422	Audrey Yung			
423	Dominic Hwang		Dominic	
424	Su Kyung oh			
425	Chong Lee			
426	MIJI, LEE		0/ 12124	
427	Sun Kim			
428	Mijion Hyun			
429	Sulk Ch Heay			
430	Hai Og Yi			
431	Andrew Jung		Andrew	
432	Soo Yong Csuh			
433	Soon Yim			
434	Eun K. Cho		Eun Cho	
435	Jugadchon		Ingridchon	
436	John Hildebrant		John Hildebrant	
437	Angela Fumero		Angela Fumero	
438	Yongsuk Kim			
439	Yoon, Ji			
440	Lee K			

No	Name	Phone Number	Sign	
441	Sean Kim			
442	Jungho Kim			
443	YoungSoon Park			
444	WON MO Park		Park	
445	Eul R Suh			
446	Dasom Kim			
447	Lee, Moon Woo		oo m Lee	
448	Myoung Ja Lee		3 myong Lee	
449	YOUNG HEE LEE			
450	Yong Hye Chang		Yong Hye Chang	
451	[illegible]OSA			
452	KANG BONG		KANG	
453	OK Lee		Lee	
454	Jihee Cho			
455	Hyungkyu Mun		Hyung	
456	Ye. Lawrence		Yes Lawrence	
457	Myung K Ahn			
458	Haley Nam		Haley	
459	Myung Sook Lee		Lee	

No	Name	Phone Number	Sign	
460	Daniel Lee			
461	Cecilia Chang			
462	Jae C Kim			
463	Myung o Lee			
464	Chang Shin kwak			
465	Jeong Sook kwak		JK	
466	Jenna kwak		MK	
467	Julia kwak		JK	
468	진 강자		CC	
469	Rick Kim 김득찬			
470	김옥진			
471	Tae Chul Lee		이 태 철	
472	Lee, Kyeng Soon			
473	Jung Hun Lee			
474	Yang Ja Lee		YL	
475	Sun ok Longer			
476	S O O N J A		S O O N J A K I M	

No	Name	Phone Number	Sign	
477	oh. miRan			
478	yujin			
479	정은숙			
480	양정순			
481	SUNG Kim			
482	Chongpak Kim			
483	AE Jon RICHTER			
484	ANDY CHOI			
485	Misun Kim			

No	Name	Phone Number	Sign	
486	Gang Kim			
487	Greg Choi			
488	Maria Chong			

No	Name	Phone Number	Sign	
489	Chloe Bitnayun			
490	Heeji Youn			
491	David Lee			

No	Name	Phone Number	Sign	
492	이 정 선		Lee	
493	황혜빈		Sofia	
494	Kelly Lee		Kelly Lee	

APPENDIX F

Public Scoping Comments

Appendix F. Public Scoping Comments

Phone Comments F-2
Email Comments F-2
Comments from Open House/Public Meetings F-17
Comments from Online Open House F-30
Mailed Comments F-65
Comment Letters F-68

PHONE COMMENTS

Date Received
04/22/2019

Source
Phone

Communication
"Hello my name is Barbie Penske. I'm calling because I am totally against TD 4 in the Tacoma Dome district. I own property on East 26th Street. When you build the Eighth Street underpass that became a homeless shelter. This is the absolute worst idea, I think you should go with TD 2 and TD 3, but it's no no no terrible terrible terrible idea you have elevated train in the Tacoma Dome District. My phone number is 206-459-xxxx. You're creating a homeless in camp that we just cannot handle and we cannot have anybody be building anything while you're doing that. Thank you. Bye."

Date Received
04/26/2019

Phone

Communication
"Yes I want to ask that you put the propose light rail in Tacoma underground. Also would be great if somebody could call me back my phone number in Tacoma at 253-396-xxxx and answer the following question: many years ago lot of stuff to your ballot box with request to have the bus that leaves Tacoma and goes to the airport be a bus that had room for suitcases and that has never happened and we're just wondering why that wasn't made possible, especially with so much feedback. My name is Leanne. Thank you very much. Bye bye."

EMAIL COMMENTS

Date Received
04/25/2019

Source
Email

Communication
To Whom It May Concern:
We would like to voice our opinion on the new sound transit project. Our view is that having the new project placed on I-5 is in the best interest of our company. Having it on 99 would impact our business in a negative way.
Thank You,
Alyssa Hanshaw
Aliment Insurance

Date Received
04/25/2019

Source
Email

Communication
Wilbert,
There was no place in the survey to give my feedback. I live close to Costco. It is a nightmare trying to get to I-5 using Enchanted Parkway past Costco/Home Depot and Lowes. If you add a station that requires access using Enchanted Parkway, it would be lunacy. The infrastructure cannot handle the traffic as it is now. The line coming down Pac Hwy is much better passing through South Federal Way.
Thank you,
Charmaine Sanders Klein
Kloshe Illahee
2500 S. 370th St.
Federal Way, WA 98003
253-838-3344

Date Received
04/25/2019

Source
Email

Communication
Sound transit,
As a business owner I would like to voice my opinion on the up coming project. As a business owner I would prefer the new project to be located on I-5.
Thank you
Carol Carr
Sent from my iPhone

Date Received
04/25/2019

Source
Email

Communication
To whom it may concern
I am writing to say that I-5 is the best option for the new sound transit project. Doing it on 99 will not only negatively impact my insurance business, it will also have an impact on businesses all around me. Please keep local businesses in mind when you decide on the placement of your new project.
Thank you for your time.
Jamie Oles
Aliment Insurance
Phone 253 874 2460
Fax 253 661 2343

Date Received
04/24/2019

Source
Email

Communication
To Whom It May Concern,
The proposed routes do not directly affect me. Therefore, I don't have thoughts about the placement of stations or rails.
I do have thoughts about other issues. I commute part time from Tacoma to Seattle. I would only consider using this transportation if the cost was comparable to driving myself, less than $10 per round trip. The time to travel to Seattle using the light rail would be greater than driving myself. I propose that you have express routes that don't stop at every station. If the light rail was affordably priced and faster(limited stops), I would only then consider using it as my main mode of transportation to and from Seattle.
The project timeline is too long.
Sincerely,
Bridgette Olson
Sent from Mail for Windows 10

Date Received
04/20/2019

Source
Email

Communication
My choices for the Tacoma Dome Station are TD2 and TD3 you will need to work with the city to make that part of 25th majority car free the exceptions would be for rideshares delivery and paratransit vehicles that section of 25th would be a single lane way street and the current parking spaces at Freighthouse Square would be shifted so that you park sideways
My choices for the East Tacoma Station are ET 3A ET 3B and ET 5
This isn't part of the project but it's important because of incorporating Tacoma Link first of all the name needs to be changed to Tacoma Tram you should consider buying those completely walkthrough streetcar/tram style vehicles if need be you can modify the stations to fit them and study a extension Tacoma Community College to Narrows Park and Ride
Finally eventually you will have to create a new ST Express route from Tacoma Community College to Tacoma Dome Station then down I-5 to Dupont Station luckily this route doesn't have to start until the light rail reaches Tacoma Dome

---

Date Received
04/19/2019

Source
Email

Communication
For tdlink I prefer for the Tacoma Dome Station I'd prefer TD 2 or TD 3 as options and for the east Tacoma Station prefer ET 3A ET 3B or ET 5 as options
Now for Tacoma Link first off the name needs to be changed to Tacoma Tram and you should consider buying those completely walkthrough streetcar/tram style vehicles cause you can always modify the stations

---

Date Received
04/17/2019

Source
Email

Communication
Dear Sir,
Per instructions from Wilbert below, I am providing comments regarding my concerns with the various rail options.
My property is 4420-4500 Pacific Hwy E, Fife, WA and fronts onto Pacific Hwy E. From what I can see in the maps of the various routes, all but one would pass through or very near where the property is located. All the businesses at this property are retail-focused and many our restaurants that depend on heavily drive-by traffic. A construction project of this size and disruption could cause an significant adverse disruption to the normal flow of these business or block their businesses entirely. (Looking at the route map, the Reservation has housing between us and I-5, this would mean that the rails might go completely over our property, if they are on the south side of Pacific Hwy.)
We are not objecting to the improvements, and we do believe that every area must continue to improve its infrastructure. We would like to know that any harm caused to us or our tenants is part of the cost of installing that infrastructure. Thus, we would like to know exactly where the various route options would be installed and how impacts to us and our tenants would be mitigated.
Thank you,
Brett
Manager
Fife Pacific Plaza

Date Received
04/27/2019

Source
Email

Communication
To whom it may concern,
The Sound Transit planners recently hosted an open house event which showcased a possible route for the sound transit light rail system. While it looks fine for the most part, we did notice that the tracks cut partly through the property of Ellenos Yogurt. https://ellenos.com/about This is a major concern due to the trucks that need to maneuver in and out of the bays for deliveries. It also presents a problem for fire access to the property.
Please consider modifying the track positioning along side Ellenos so that the building can still operate freight operations and that fire vehicles can properly access the property. Thank you!
Steve Causseaux
Cell: 253-534-5667
Office: 253-845-4050
Fax: 253-770-9819

Date Received
04/28/2019

Source
Email

Communication
Dear Sound Transit TDLE Planning Staff and other decision makers/influencers,
I use public transit frequently and frequently use public transportation when I travel, When I do, I'm excited to explore the areas around the stops. We have the opportunity here to really develop the Dome District and I feel you will do a disservice to the vitality and potential of the neighborhood if you do not consider an underground option in the development of our transit system.
I was unable to attend the Open House on April 17th but am concerned that the single option of elevated, leaves the Dome District with no options for a successful realization of their vision as a true regional TOD for the City of Tacoma. Though there are many options, they areall elevated, it is imperative that the Dome District must have the option of_underground_. I urge you to consider an underground option for at least TD2, TD3 and DT4E as part of the scoping for the Environmental Impact Study(EIS).
The following list of impacts should be considered as part of the EIS.
Elevated track has been shown to :

1. Lower property values
2. Compromise businesses
3. Diminish appeal to developers, perspective customers, tenants and clients
4. Form a perceived negative quality of being “below” enabling negative activities to occur (CPTED)
5. Creates unbuildable and undesirable lots under and around structure
6. Be an out-of-scale structure forced into existing urban streetscape
7. Destroy urban street vitality and back & forth competition and communication of urban street relationships
8. Produce questionable proprietorship of area under structure

Tacoma needs more housing projects, restaurants, ans shopping in the Dome District. I am concerned about the effect of a failed full-fledged Dome District TOD and the ripple effect on the whole city. The Dome District is one of the main entrances to the Foss Waterway & Downtown and entering under or along side a elevated structure that has ruined businesses and driven developers away must not happen. This all needs to be studied in the EIS. We must consider the long-range, big picture (think vibrant, lively urban living), We have an opportunity here ...don't blow it!
Jo Davies,
809 South J Street
Tacoma

Date Received
04/28/2019

Source
Email

Communication
To whom it concerns –
Upon careful review of the proposed Federal Way/Fife/Tacoma light rail route extensions, the management and ownership of Poulsbo RV, specifically Poulsbo RV of Fife, are compelled to submit our concerns to the Sound Transit board of directors.
Each of the three proposed routes will have a direct and significant impact on our business. The I-5 route would not only consume our easement along I-5, it potentially takes our security fence and a substantial portion of our already small sales lot, further reducing the inventory we can offer for sale. This route also obscures our freeway visibility, one of our primary reasons for purchasing this property. The proposed route paralleling Pacific Highway East not only takes out our flag pole and 8 parking spaces, it will undoubtedly involve a lengthy, noisy and disruptive construction process. It is highly probable that the chaos, confusion and noise will have a substantially negative impact, hindering business by discouraging customers and prospective customers from doing business with us.
A prolonged business disruption will directly affect the revenue and economic stability of Poulsbo RV at Fife, as well as the income and economic stability of approximately 30 families. It would also reduce the tax revenue received by Pierce county and the city of Fife. In the interest of mitigating the impact this project has on our business, we would consider the possibility of a supplemental property swap with the city of Fife.
We anticipate receiving regular TDLE updates and welcome further discussion. It is our hope that we can work together to make this transition as smooth as possible for all parties involved.
Sincerely,
Richard Nevin General Manager Poulsbo RV of Fife

Date Received
04/30/2019

Source
Email

Communication
Sound Transit-
Please accept our comments on the TDLE project.
Kristina 253-503-9502

Dear Sound Transit Board:

On behalf of Downtown On the Go, please accept our comments on the EIS Scoping Period for the Tacoma Dome Link Extension (TDLE) Project.
At Downtown On the Go, our priority is creating and supporting multi-modal transportation options and we seek to reinforce a compact, urban core that provides transit service in the most efficient way to create a thriving economy. Tacoma commuters will benefit greatly from the TDLE stations and we fully support the project. Our priorities for station locations are:
**East Tacoma Station: **ET3 A & B – 26th Street
Tacoma Dome Station: TD2 & 3 – 25th Street
The new stations should seamlessly integrate into the local transit system and include multi-modal access for walking and biking. Pedestrian and bike connections are imperative in creating a connected system that liberates individuals from their cars. In particular, we would like to highlight the connection to the Tacoma to Puyallup Trail Connection, Pierce Transit's Bus Rapid Transit project, and the City of Tacoma's Puyallup Ave Multimodal Redesign. Downtown On the Go (DOTG) is the transportation management association for downtown Tacoma and our goal is to reduce the number of commuters who arrive by single-occupancy vehicle every day by making it easier to walk, bike, and take transit in Tacoma. We do this by informing downtown commuters, businesses and residents about transportation options; encouraging the use of transit, bicycling, and walking; and advocating for transportation choices and land use policies that promote a vibrant, integrated downtown.

Please do not hesitate to reach out with questions.
Sincerely,
Kristina Walker
Executive Director
Downtown On the Go

Date Received
05/01/2019

Source
Email

Communication
On November 1, 2018 at Bates College there was a Stakeholder Design workshop for the TD station alignment and location, an option was presented and discussed of using the SoundTransit Sounder Right Of Way to build over for the TDLE
The participants at this event were assured that this possibility would be studied and assessed and results of that study would be brought back to the group.
This option would allow an elevated track to go through the District without taking existing or potential building sites.
This option was never brought back to us.
I would like this option of using the Existing Sound Transit ROW be looked at in the Environmental Impact Statement.
Its benefit would be to allow the Tacoma Dome District to continue to develop on all existing parcels, and would not require relocation or taking of services (like Pierce Transit) or businesses.
Thank you,
Rick Semple

Date Received
04/30/2019

Source
Email

Communication
At Sound Transit public meetings we were told that the “elevated” track was the option presented for a vote. Was relocating Pierce Transit Bus service (as shown in TD1 and TD 2) specified in the ST3 vote and covered in the voters pamphlet for ST3….?
If this was not, then how can this relocation and the eminent domain taking of buildings and expenditure for another agency be part of the design?
If money can be given to other agencies as part of ST3 expenditures, why can’t that money be alternatively used to solve issues like Neighborhood impacts and looking at undergrounding the station as design options coming into the Dome District?

Date Received
04/29/2019

Source
Email

Communication

Thank you for allowing citizens to comment on TDLE.
These comments refer to the Scoping for the EIS
First, for every recommended Elevated Route Alternative, there must be an underground option analyzed to truly show the environmental difference between the elevated double track and undergrounding. Just comparing routes will not show the extremely detrimental effects the elevated tracks will have on the Core of the Dome District.
"Scoping is the process of identifying the elements of the environment to be evaluated in an EIS. Scoping is intended to help identify and narrow the issues to those that are significant"-Seattle 2035
Without including undergrounding as a comparison, most significant negative impacts to the Dome District would not come to light.
As with SEPA, many of the Natural Environment Elements (earth, air, water, plants, animals, energy and natural resources) usually studied in an EIS, are not as relevant in urban situations as the Built Environment (environmental health, land use, transportation, aesthetics, housing, public services and utilities). We propose that; plans and policies, employment and local economic competition, population (GMA & climate change) be added to the Built Environment Elements and studied as part of the EIS.
Comments on some of the elements - Also see the Tacoma Planning Commission's comments
Air Quality - an example would be the amount of added dust and the constant turbulance of dust by elevated trains over our close-in existing ROWs in the CORE of the Dome District with pedestrians walking below, compared to undergrounding.
Environmental Health - any actions significantly effecting the quality of the human environment such as elevated double track over existing urban streets creating a sense of being "under" produces; loss of value, loss of identity as a neighborhood mixed-use center, loss of a sense of connection to other businesses and to the commercial District as a whole, loss of sense of commmunity (less pedestrian friendly so less connection to other businesses or residents in the District), or taking land/businesses in an existing urban setting for double track along side the street: also creates a loss of commercial competition, loss of neighborly back and forth of traditional urban streetscapes, loss of a sense of community safety, loss of a sense of ownership making for a no-mans land under the elevated structure…. with undergrounding,s the whole system is hidden and a creative Station entry could be part of a new mixed-use building with housing on top, fitting right into the fabric of the active people oriented TOD.
Land Use - For an example, elevated structures waste land and create wasted land (Remnant Parcels) that are unbuildable, a loss to the tax base of the City and become part of the no-mans-land of the elevated structure (case in point the Sounder's legacy along E. 26th and Pacific Ave.)
Aesthetics - Which would most people feel was more aesthetically pleasing? A concrete grey overhead structure blocking light for people on the sidewalks, blocking the full view of some of our historic and older buildings, with 6'-8' square concrete pillars in the sidewalk or against a building, always damp because no sunlight gets down there, with litter around the base that no one picks up as no one has a sense of ownership or pride for this dark area, including the public utility that orginally built it and the City itself. OR a vibrant streetscape with healthy street trees and a sometimes blue sky above with the sun shining on the fronts of businesses so that neighboring business owners stop on the sidewalk to speak to one another about their pride in their older and new buildings in this up and coming dense bustling TOD.
Housing - The Dome District's first element of its vision is of dense housing for people who can work, learn and play, within a wide geographical range, using transit within walking distance of their dwelling. This is the true regional TOD. Our first apartment building is nearing completion, but an elevated heavy rail Link through the District will stop in its tracks the very development we envision.
Public Services and Utilities - as the Tacoma Plannning Commission noted: A cut and cover facility presents a great opportunity to be "located and designed to complement the aesthetics, social intersections and urban design of the community" (Public facilities and Services Element p. 9-17 of One Tacoma Plan). An elevated structure would not, as voiced in the above elements.
These are just a few of the issues the Dome District hopes will be in the EIS for study and comparison. One that does not fit into any category we can find, is the rider added for Pierce Transit, giving them relocated bus bays that would take away in TD1 an entire block of buildable and usable land and substantial buildings on our Main Street: PUYALLUP AVE and in TD2, 3/4s of a block. We thought we had voiced such opposition that it would have been taken out of consideration last November. This is not the place, right at one of the most important intersections to Tacoma Dome, Downtown and to the Foss, and across from a school, for a wide open paved bus turnaround when they have a very serviceable one one block away that has worked just fine for almost 20 years. This is not where Pierce Transit should be expanding, especially just after closing their bus bays downtown. I hope this will be discussed more somewhere in the EIS, as it is a travesty to the close knit urban TOD being developed here.

Date Received
05/01/2019

Source
Email

Communication
Hello,
We understand that stations and the guideways need to be built in south Federal Way as part of the TDLE. Since our family owns the building that houses the world headquarters of Ellenos Yogurt we are very concerned about the impact to our tenant's ability to conduct its business.
Trucks must be able to drive completely around the building. Wherever the route for the guideways is located it must not interfere with truck traffic nor the fire lane. If the guideway is built between the building and I-5, it should be elevated and placed in WSDOT right-of-way. Hylebos Creek is located between the building and I-5 and should be avoided.
Thank you for including this information in making the right decision.
Sincerely,
MLHaigh

Date Received
05/01/2019

Source
Email

Communication
Hello Sound Transit,
First I would like to say that I support TD2,TD3 and/or TD4, but I would like to see it undergrounded. Elevated stations eliminate spaces to build a denser, more walkable and more livable transit oriented district.
It diminishes values, keeps away developers, creates a feeling of enclosure even outdoors, creates more undesirables lots, and brings more noise and less privacy for apartment dwellers. It makes business less inviting and more invisible.
If we truly want to create this transit oriented district in the Dome, please make sure real density of both housing and businesses/shops can be preserved so that walkability and car free living is a workable possibility.
This station will determine the district's future for a very long time, therefore we must plan for a long time ahead, not just 10 or 15 years. Cutting the District apart with elevated tracks will hinder future development that must respond to population pressures and transportation modes without fossil fuels. Elevated tracks also leave no room for large trees. The Seattle-Tacoma area just became the nation's top 10 pollutes area according to the American Lung Association, and summer smoke events are here to stay. We need large trees for shade, to cool, humidify and clean the air as well as absorb carbon pollution responsible for the climate chaos we find ourselves in. Trees are not a luxury – they are an important necessity – and much more so in the near future.
It's really only a few blocks we are talking about – but it will make a massive difference in the long run. Let's plan ahead!
Thank you
Claudia Riedener

Date Received
05/01/2019

Source
Email

Communication
I have looked at all your Transit options and the one that seems to be the best is SF 8/9. It looks the most direct with the least amount of displacement, and parking availability looks promising. As someone who has tried several times to use the facility off of hwy 99 closest to Sea-tac airport, parking is almost never available and on more than one occasion, I have had to drive to downtown Seattle incurring expensive parking tolls because there wasn't any parking.
SF4 looks to be the worst option as business displacement seems to be large, and parking options look to be small.
SF3 would be my second choice.
SF2 east & west would be my third choice.
Thank you for taking in consideration public interest.

Date Received
05/01/2019

Source
Email

Communication
Good afternoon,
Just quick note to ask you to consider the loading and unloading decks at the Ellenos building as you decide where the Sound Transit tracks should go. Semi trucks need to be able to maneuver in this space. The potential placement of the tracks need to take this under consideration, as the building could be rendered useless to Ellenos.
Thank you for your consideration.
Kind regards,
Lynne Pearson

Date Received
05/01/2019

Source
Email

Communication
Dear Sound Transit Members,
My family owns the building which is leased by Ellenos Yogurt in Federal Way (341st and 21st Ave.So.). I have learned that Sound transit will be making a decision on where a south Federal Way station will be built along with the necessary guideways. It is imperative that trucks are able to drive completely around the building in order to carry on business. The small parking lot and narrow lanes make maneuverability difficult and has been mentioned many times by potential tenants. The location of the guideways must not interfere with truck traffic nor with the fire lane.
If the guideway is located between the building and I-5, it should be elevated and placed in WSDOT right-of-way. Consideration should be given to the Hylebos Creek which is located between our building and I-5 and should be avoided.
Thank for for the opportunity to comment. I ask strongly ask that you make the right decision on the location of the stations and guideways.
Sincerely,
Nancy Haigh

Date Received
05/01/2019

Source
Email

Communication
Your on-line forms would not allow me to enter comments.
It is May 1 - your information says by May 1, not before May 1.
East Tacoma Station - must have easy access for walking and bicycling across both Portland Avenue and I-5 - access from either side of Portland Avenue without at grade crossing; pathway separate from street below I-5 or bridge over I-5.
Tacoma Station - need to consider cut and cover underground station to comply with neighborhood plans; DO NOT CONSIDER route options that go through existing, under construction, or permitted buildings. Need to have easy/safe routes between all transit modes in the area.
Thank you.

Date Received
05/01/2019

Source
Email

Communication
Dear Sound Transit Board Members,
I appreciate the opportunity to provide comments during the scoping period for Sound Transit's TDLE. I am one of the owners of the building that leases to Ellenos Yogurt on 341st and 21st Ave So.in Federal Way. Depending on where the guideways are located, it could have a direct impact on Ellenos' ability to conduct business.
Ellenos and any business leasing our building requires that trucks are able to drive completely around the building. This has always been very tight and has been a negative expressed by potential tenants. The location of the guideways must not interfere with truck traffic.
If the guideway is to be located between the building and I-5, it should be elevated and should be placed in WSDOT right-of- way. The Hylebos Creek is located between our property and I-5 and should be avoided.
Another concern is the fire lane around the building which should be preserved.
Thank you for taking these issues into consideration when selecting the locations for the stations and guideways. I urge you to make the right decision.
Sincerely,
Patrick Haigh

Date Received
05/01/2019

Source
Email

Communication
Dear Sound Transit Board,
Thank you for the opportunity to provide comments during the scoping period for Sound Transit's TDLE. We are owners of the building that is leasing to Ellenos Yogurt at 34114 21st Ave. South, Federal Way. Ellenos has just entered a 15 year lease and has made significant investments ($6M) into the building. They provide 150 jobs to the community and revenue to the City of Federal Way.
We understand that stations and the accompanying guideways need to be built. We have some serious concerns regarding the routing of the guideways:
Ellenos and any business leasing our building requires that trucks are able to drive completely around the building in order to conduct business.
The ability to maneuver trucks around the building has always been tight and has been a negative to any potential tenants.
Whichever route is chosen for the guideways it must not interfere with the truck traffic.
If the guideway location is to be located between the building and I-5, the guideway should be elevated and placed in WSDOT right-of-way.
Hylebos Creek is located in that area between our property and I-5 and should be avoided.
Fire lane around the building must also be preserved.
We urge you to make the right decision when selecting the location of the stations and guideways.
Sincerely,
Patty Haigh

Date Received
04/30/2019

Source
Email

Communication
To the Sound Transit Board:
I write as a professional in the Kansas City area but I was born and raised in Puyallup and worked every summer at the Baden Sports factory in Federal Way, in a building that is now leased by Ellenos. Almost every year I return to Federal Way and the surrounding area to visit family, to show my children the most beautiful geography in the United States, and to visit the grave sites of my grandparents and niece in Gethsemane Cemetery.
As an architect I applaud the recent efforts to extend the scope of the light rail. This is long overdue. While I understand the difficult planning decisions and site negotiations that must be made, I write to petition on behalf of a family property interest in Federal Way that currently houses a production factory for Ellenos, which is beneficial for the local economy and possible future growth in the area:
https://www.king5.com/article/news/family-led-yogurt-company-moves-to-federal-way-after-reaching-growth-limit-in-seattle/281-d0ae4a35-076f-4a7d-b848-78a45b55788a
I request that the integrity of the property and its useful factory building now leased to Ellenos will not be jeopardized by light rail station developments.
Please keep the following factors in mind when you move to decide on the locations of the light rail stations:
Ellenos (and any future lessee of the building) requires that trucks are able to drive completely around the building for shipping and receiving
Maneuverability around the building is already desperately narrow and cannot afford any reduction in width—potential factory lessees complain that the current allowances are too tight as-is; truck traffic is essential for factory success in this building
If the guideway location is to be located adjacent I-5 next to the building that is currently leased by Ellenos, please elevate the guideway so as not to inhibit Ellenos' drive access around the building for shipping and receiving
The Federal Way Fire Department requires access around the building—both shipping trucks and fire trucks use the full widths of the drive at the easternmost loop of 21st Ave South.
Respect this environmental no-brainer: please protect the natural waterway of Hylebos Creek and its surrounding habitat adjacent I-5
Thank you,
John P. Haigh, AIA | NCARB

Date Received
04/30/2019

Source
Email

Communication
Ms. Borbe-
Thank you for the opportunity to comment on the Tacoma Dome Link Extension (TDLE) Environmental Impact Statement scoping process. I write you as a transit-supportive resident and a 20-year transit rider in Tacoma with an undergraduate background in Urban Studies from UW Tacoma. I have been involved in local and regional transit advocacy, advisory and oversight bodies for the last ten years, and currently serve as the only member on the Sound Transit Citizen Oversight Panel (COP) appointed from Pierce County. Staff have briefed the COP several times about TDLE's development status since the project kickoff. I offer the following brief comments to help optimize the rider experience. Evaluate an "Over-the-Sounder" station for Tacoma Dome I concur with the Planning Commission's request in their letter on 17 April 2019 to evaluate an "Over-the-Sounder" configuration of a regional light rail station at Tacoma Dome. Such a station, which I would call TD5, could potentially simplify passenger connections between regional light rail, Amtrak/Sounder, Tacoma Link, and Pierce Transit BRT, while not adversely impacting the look and feel of 25th Street as TD2 would. Conceivably there could be a short pedestrian connection made between such a station and East 26th Street at the mezzanine level, yielding unimpeded pedestrian access to Tacoma Dome. In the event that more frequent Sounder service is provided south of Tacoma Dome, commuter rail could in-theory be a meaningful feeder to regional light rail service further north. An Over-the-Sounder elevated station would be at a height to help reinforce a meaningful sense of place, giving arriving passengers a view of the Tacoma Dome to the South and Downtown Tacoma to the North. Such a station would be also potentially visible from all connecting transit modes if combined with the migrated bus bays in a TD2 configuration. Being visible and accessible from many parts of the Dome District will aid in cultivating ridership and transit oriented development in the area. Create a Multimodal Access Plan for Stations No additional parking is included in Sound Transit 3 for TDLE at Tacoma Dome or East Tacoma stations. With existing parking garages at or near capacity, projected ridership high, and passengers likely coming from further than walking distance, it is imperative that Sound Transit embraces the concept of a multimodal access plan for at least the Tacoma Dome and East Tacoma stations. Such a plan would accomplish the following: calculate the transportation mode split of future passengers accessing light rail, optimize the position, orientation, and configuration of connecting transit modes that will satisfy the projected mode split against a baseline, and plan expansion of non-motorized access facilities to each station up to the range allowed in FTA funding guidelines (½ mile for pedestrians, 3 miles for bicyclists). Sound Transit should fully engage the Tacoma community in the development of access plans. The plans should strive to make as many connections to existing infrastructure and to assist in completion of complementary facilities outlined in the City of Tacoma's Comprehensive Plan. Tacoma Link, Pierce Transit Bus Rapid Transit, and Pierce Transit local service need to be fully integrated at Tacoma Dome using some combination of repositioned bus facilities or repositioned or added Tacoma Link light rail stations in concert with a pedestrian bridge that links to E 26th Streets and provides meaningful access to Sounder/Amtrak platforms. Transferring between any two modes should be accomplished in a 50-100 meter walk involving the use of at-most one pedestrian bridge, a set of stairs, and one elevator. This will make Tacoma Dome as a transit hub more friendly to those with physical disabilities. Minimize the impact to Tacoma Link light rail service and infrastructure In 2030 Tacoma Link will be critical for station access at Tacoma Dome, transporting in excess of 10,000 weekday passengers. Impacts to existing Tacoma Link operations and built infrastructure such as trackway, stations, and the overhead contact system should be minimized, and planned infrastructure to support extension to Tacoma Community College in 2039 should not be adversely impacted (planning for TCC Link is projected to begin sometime in 2025, when TDLE is under construction). Puyallup Avenue between G Street and Pacific Avenue is slated for a streetcar rail couplet to enable TCC Link in the ST3 plan. For station locations, TD1 would need to be evaluated for potential conflicts with planned TCC Link infrastructure. 25th Street alignments at Tacoma Dome (TD2 and TD3) would need to be designed to cross over I-705, or would risk interfering with the existing OCS for Tacoma Link in a potential extension of regional light rail to Tacoma Mall in a hypothetical ST4 ballot measure.
Sincerely,
Chris Karnes,
Tacoma

Date Received
04/29/2019

Source
Email

Communication
I find your web drafts a bit vague and confusing. What is important to me as a senior, is the ability to transfer between the various transit companies without having to walk long distances. The Link station should be very close to the train, the trolley in Tacoma, the Pierce County bus center, as well as Amtrak and Greyhound.
And all waiting areas need to be covered for rain protection. Just the area by the new Amtrak station has a lid. It allows people to fold their umbrellas and shake the rain off without taking all that into the train.
Doug Houck

Date Received
04/17/2019

Source
Email

Communication
Hello Sound Transit,
I have a question about the proposed Tacoma Dome Link Extension project. One of the route options transitioning through South Federal Way/Milton appears to go through a property that I own. I'm wondering if the lines drawn are approximations and/or how literally to interpret them on the map published on your web page.
Who can I get any information from that would know how this process works and what would happen if an option were selected that actually goes on to my property?
Thanks for your time.
Jonathan Clark

COMMENTS FROM OPEN HOUSE/PUBLIC MEETINGS

Date Received
04/16/2019

Source
Open house/public meeting

Communication
I am concerned for the employees I have. The 1000's of customers who depend on us. Our location also seves the port of Tacoma. We are a strong business that generates many tax dollars for the city of Fife. Our location is also a hub for our Alaska stores. The Fife Les Schwab is a unique location that cannot be simply moved.

Date Received
04/16/2019

Source
Open house/public meeting

Communication
Both Fife station and tacoma station are located in the Tsunami Evacuation and multiple Tsunami zones. Light rail should Not Be in a Tsunami zone, lahar/debris flow/Volcano eruption area, high liquifaction area. It is too dangerous. The light rail will impair, impeed, hinder evacuation. Light Rail will contribute to traffic congestion.

Date Received
04/16/2019

Source
Open house/public meeting

Communication
Station 1 and a rail route south along 12th stree and SR 509 looks less disruptive than along 99 on I-5. Also less expensive. Make tribal interests offer(s) they cannot refuse to make it possible.

Date Received
04/16/2019

Source
Open house/public meeting

Communication
The Sound transit Light Rail will be running over 2 natural gas lines in Fife one from PSE LNG it has 800psi the high consequence area is over 660ft close to 1000 ft each way from the pipeline. What is the amount of the bond that Sound Transit will carry for any damage to the pipeline and injuries caused?

Date Received
04/16/2019

Source
Open house/public meeting

Communication
ET3 is a preferred route due to residential and entertainment to the South as well as minimal business disruption. ET3-5

Date Received
04/16/2019

Source
Open house/public meeting

Communication
Keeping the route closer to I5 makes the most sense as it will be significantly less disruptive to businesses and also be closer to existing transit and entertainment (Emeral Queen). It also follows an existing transportation corridor along I5. Heavy Preference for I5 alignment and station 3 or 4.

Date Received
04/16/2019

Source
Open house/public meeting

Communication
I support the Fife 1 site, because of the good access via car and a big parking garage. Fife has needed light link rail for a very long time. Currently the main roads and streets are very congested, especially on Fridays.

Date Received
04/16/2019

Source
Open house/public meeting

Communication
Washington state emergency management MUST be involved and have a weighted say if project is to be built. The entire city of Fife/Fife, the port of Tacoma and Tacoma are in Major Evacuation zones. Impact to ecavuation and escape is essential and mandatory. tacoma Fife dept/Fife fire dept Must be involved in established escape routes and impacts to them.

Date Received
04/16/2019

Source
Open house/public meeting

Communication
Parts of the station projects are in the Tsunami zone and (?)/volcano eruption and should not be located there.

Date Received
04/17/2019

Source
Open house/public meeting

Communication
All 3 TD4 options pose serious difficultues for individuals with mobility issues. The hill is very steep between the Tacoma Dome and Freighthouse square. please do not consider those options. ET3 is the only realistic option, the others do not make much sense.

Date Received
04/17/2019

Source
Open house/public meeting

Communication
Cut and cover station for TD should be included in EIS.

Date Received
04/17/2019

Source
Open house/public meeting

Communication
Stations should be positioned to best interface with other existing transportation options. -tacoma link -pierce transit/ST bus routes, -parking garages, -highways. In this way we can hope to solve the HUGE first mile/last mile problem at TD5. Note: if in the future we must choose between Tacoma Dome (W) and East Tacoma (E) stations. Tacoma Dome (W) is preferred.

Date Received
04/17/2019

Source
Open house/public meeting

Communication
Look at economic impacts of method of construction. Many properties will be affected and some will no longer be possible to develop as either housing or commercial uses. This is a true and measurable cost and must be accounted for. This speaks loudly for underground solutions to minimize the mega impacts.

Date Received
04/17/2019

Source
Open house/public meeting

Communication
Each alternative at Tacoma Dome should seek to minimize the transfer distance between Tacoma Link and regional Link light rail. The Tacoma Dome LRT station should be sufficiently elevated in TD2 as to have the passenger platform provide a view of Downtown Tacoma to create a "sense of place". TD3 needs either a model or additional Tacoma Link Station near TD3 to improve transit access. Pedestrian bridge to Tacoma Dome should be included in a TD2 design. Crossing over I-705 should be the design to move forward and the TD stations should support that.

Date Received
04/17/2019

Source
Open house/public meeting

Communication
It seems important to me that Sound Transit NOT impose on existing structures. The challenge is to route UNDER established roads and sidewalks.

Date Received
04/17/2019

Source
Open house/public meeting

Communication
Explore underground option. TD2 and TD3-most sense. ST3 (A/B)-logical station. Mitigate possible 2030 and beyond depots in decision. What options do this?

Date Received
04/17/2019

Source
Open house/public meeting

Communication
All new stations need restrooms or restroom on the train.

Date Received
04/17/2019

Source
Open house/public meeting

Communication
-Study underground/cut and cover for Tacoma Dome station. - Fully consider alignment of route past I-705. -Consider how pedestrian tunnels could link underground station to Freighthouse square and bus/parking. -Consider fast Tacoma station that "bridges" Portland Ave.

Date Received
04/17/2019

Source
Open house/public meeting

Communication
TD2- great location but bus location confusing. Parking garage would need better pedestrian passageway.

Date Received
04/17/2019

Source
Open house/public meeting

Communication
The connection along L st. overpass (Now under reconstruction) between light rail stations and stone pass at best or 34th st to be improved that pedestrian and bicyclist can easily walk on or drive on.

Date Received
04/17/2019

Source
Open house/public meeting

Communication
My first impression is that the tdlink will duplicate bus service only. I do not see a great reduction in the time required to travel to these points: South Federal Way, Tacoma, Fife. I would study bus ridership and road maintenance costs further. I appreciate the number of jobs this might create.

Date Received
04/17/2019

Source
Open house/public meeting

Communication
I believe it would be very awful to build over the street in any location. It has to be on 26th or 25th or Puyallaup ave, there should be cut and cover underground. The City of Tacoma was worked for too hard to attract development to create a ToD community. Building above (?) will only disrupt potential residential wired-use development. Thats counter productive to building less transit. The Dome district is not a parking garage.

Date Received
04/17/2019

Source
Open house/public meeting

Communication
Please Explore a Cut and Cover option in the fesibility analysis for each station. -Design stations at the same caliber as those in Mercer Island and Bellevue. -Plan for the areas under elevated tracks. Do not create urban "dead zones". -Retain and expand parking -Provide/allow long term parking on weekends (overnight parking for weekend trips)

Date Received
04/17/2019

Source
Open house/public meeting

Communication
IS SF3 Feasible, if so it is not a bad option, SF2 west is the best option if the link can access this site rapidly. Parking garage to the west and TOD to the west of that all the way to Hwy 99. Buy up all the sand+gravel place or whatever is north of 352 east or Hwy 99. SF2 has too many business impacts, no station should be above a gas station. SF2 west-5, SF2 east-2 not over a gas station, SF3-4 second best option?

Date Received
04/17/2019

Source
Open house/public meeting

Communication
Switch Tsunami link to tacoma train. Consult the global water rise site before choosing stations.

Date Received
04/17/2019

Source
Open house/public meeting

Communication
I'm here to talk about Tacoma mall area. Traffic is bad there. The train will improve traffic but think we need a connection to the mall area. Idea: rail stop, get on boat cross river, and then get back on ferry. Instead of a bridge. Seems like the bridge will be too expensive and its on native land. Should look at other ideas. Takes forever to build those bridges. Might be easier to use ferry system subway under the river, a glass tunnel so you can see the fish- Just joking. (?) think a bridge is the best way to go, maybe underground. Could be a long way to cross the river. Should really consider the ferry idea or something to get people across-its not that far, it wouldn't take long to get across, could be a really cool thing for tourists getting on the boat-different types of scenery. Tell them to research that.

Date Received
04/17/2019

Source
Open house/public meeting

Communication
Would rate TD2 a 6. East Tacoma would be better served by T. link. Make TDLE faster by removing east tacoma. If you are going to build an E.T. move ET2 to the east of Portland Ave/E. Q st. for a station and parking garage. TD1-1, TD2-5, TD3-3, TD4 east in-1, TD4 east off-1, TD4 west-1. ET1-1, ET2-2, ET3-2 save the soccer center, ET5-1 maybe the best location but no good route to tacoma dome. Yes I did vore for ST3 but I was not aware that it included an east tacome station. I dont want a ET. There are better ways to get to the casino. ET6-3

Date Received
04/17/2019

Source
Open house/public meeting

Communication
No station-speed up trip to seattle

Date Received
04/16/2019

Source
Open house/public meeting

Communication
Carol Sue Braaten. Number one, it should not be built because of the fact that it's in too dangerous of an area, it's in a major evacuation area for the tsunami zones, multiple zones, and the volcanic eruption and lahar zone. It is in a major liquefaction. They are only building it to the 2500-year level, which is insufficient and inadequate because that does not even meet state road standards for liquefaction. Road factor -road standard for liquefaction is 4,075-year minimum, so they are building it as a substandard. They are building the stations in a major tsunami area, which would impact people's evacuation time and harm, injure and impede and impair people to be able to evacuate. The lack of consideration and public safety in this in involving number one state emergency management experts, the one -- Fife and Tacoma Fire Department chief to assure that everyone can be fully and totally evacuated in the 15 minutes it takes to evacuate Fife and Tacoma, because that's all we have. This is irresponsible because it's going over two major natural gas pipelines; one which has 800 pounds per pressure per square inch. The minimum state setback for this is 660 feet with a fence line. The new LNG, liquid natural gas plant, eight million gallons is already -- we are already in the high consequence area and this would just impair people to be able to escape if it explodes during a major earthquake like the Cascadia Subduction of January 26th, 1700. The Army Corps. of Engineers in 2007, decertified the entire Puyallup River levy because of the infilling of Fife and Tacoma. They will not recertify the levy until Fife stops filling in with walk in the liquefaction area pushing pressure against the levy. The levy is not safe. There was a major flood in 1917 and another time in the 1930s both going over 25 feet, one going over 30 feet. This is inexcusable to endanger people for a small convenience to a few minimum people.
There should be nothing but bus service from Federal Way/Kent area, down into past Lakewood. There should be no light rail. People must be able to quickly, rapidly escape and evacuate the tsunami, the lahar, which is the volcanic eruption area, and many other natural disasters. This is inexcusable, unthoughtful, and disregard of public safety under RCW 43.21(c). It is also under RCW 36.70(a), the Growth Management Act. Also, WAC 365-190-195 and 196. There are more. These regulations and the fact that this is Puyallup Tribal land all the way from The Port and in Fife to parts of Tacoma and it is part of Tribal reservation, and it would impact the salmon, an endangered species, and other consequences to the Tribe is inexcusable. The Territorial Act of the 1850s should be adhered to. There should be no impact to the Tribe whatsoever. Also, major businesses, people in Fife will be majorly impacted by any of the parking garages causing more impact and driving problems to us in Fife. There have been no adequate environmental impact statements done on The Port's impact and all the -- the trucking industries put into Fife that have impacted the people. And these impacts will just be harder and it's taking private property without -- with a total disregard of what Pierce County people want. Pierce County did not want the transit. We still do not want the transit. It isn't functional for most people in Pierce County and it will never be functional. If they want a bus route, then they need to do a bus route, and all of the light rail needs to be removed and redone, because the waste of public funds has been inexcusable and should be brought up to the Washington State Legislature to remove Sound Transit and others from ever having anything to do with this. Thank you. Fife citizens, Poodle Dog, and other major businesses will be greatly impacted, hardship to them with the disregard of the impacts. It will impact the people within Fife because it doesn't meet their needs. The citizens will not have a Fife

and Tacoma, are not going to be the great beneficiaries of this. The public taxpayer dollars are taken from all citizens within Pierce County with disregard of their usage. Only funds of people who use this should be used. Only those who use it should be funding it. No public taxing should be used on cars, properties, or anything else to fund this out-of-date system. The Puyallup River will be impacted, the salmon runs will be impacted by the light rail. There's no reason for this. Stations located in the tsunami and liquefaction area could kill hundreds of people. On the rail line, block traffic and escape and impede, impair, and hinder semi truck traffic and others. Over nine million containers in one year went through The Port of Tacoma. These trucks and truck traffic are the major contributors to the industry through here. Those trucks would be interfered with coming from The Port, The Port economy would be interfered with, and it would do nothing for the longshoreman, the people of The Port, Homeland Security, and others. There has been no mention of bonds for any damages done if they cause a spark in the natural gas pipeline. And if they cause a spark or do damage, what would happen? There's no mention of how they are going to evacuate the people that they have on the rail line, and what happens if the rail line falls off during a major nine-point earthquake with a five-minute shake time. In the 1949 shake time of the earthquake, they estimated it was one of the longest, 21 minutes. The impacts of cars being dropped off at the stations where the parking will be will highly and ineffectively impact Fife citizens and Fife economy, making and slowing I-5 traffic more, causing more interference to The Port industry causing interference to Fife citizens driving, because Fife's citizens would have to walk two miles or more to even be benefitted. It's a useless project. Many of the Fife citizens already live close to their work. That's why we live where we live, so we don't have to commute. Others would not be benefitted. It would impact businesses like Sportco and others, Poodle Dog, and other small businesses that currently have business operations and people coming. So those people would not want to do business any longer. So it would cause them an economic hardship and cause economic hardship to the city of Fife. Again, evacuation zones for the lahar, which is a volcanic debris mud flow must be considered. People must be able to adequately escape up the hillsides in order to get out. People must be able to escape during the tsunami that comes in. Tsunami warning signs have been declined for an unknown reason to the citizens of Fife and yet we are in the major danger zone. And therefore, this must take into consideration the state tsunami, Washington State Department of Emergency management, Tim Walsh, who is the state tsunami expert must be called in, Maximilian must be called in. These people are the tsunami experts and they and they alone should be the determining factor of whether this project goes forward or not. Others who are unqualified, undereducated, and do not have the professional qualifications to even determine these should not be involved. Public safety and citizen safety is the number one thing. And again, thoughtless disregard of public safety for profit of a rail line. Like it is in Tacoma where it interferes with an evacuation route already is thoughtless. And that in Seattle and other areas are also not being considered. These rail lines are not benefitting the people of the community, but they're benefitting a private corporation acting as a public entity and not for the public benefit. It is important to put public safety first and people's lives as number one. Saying we're going to do these things and build this way does not bring in the experts that our Federal and State employees that have no interest in this other than public safety. That is the people who need to be brought in, because many companies and organizations do not put the people's safety and human lives at number one. Our water can be jeopardized in this from runoff from other things, and we're looking at the long-term consequences of somebody -- if one life is lost because of this rail and people cannot evacuate, then that whole system was never worth it. Thank you. There are two major earthquake fault lines running through Port of Tacoma and one fold line. These present a great hazard to the rail line, because one of them runs directly under the I-5 corridor and down in the Puyallup River. There is no way possible for any of the rail line to cross that section or that area without going directly on top of the earthquake fault line. It also should not be put in from Federal Way, from Kent down to Federal Way because there are two major earthquake fault lines that are in Federal Way and will run completely across that into Milton. This also would damage the entire tracks and set the whole area, and I've actually seen one of the Federal Way fault lines that's on the move in one of the parks in Federal Way. So this poses a great threat to the light rail, and it should not be considered in these areas because it would be derailed, it would sever the rail line and break the rail line. Therefore, if the rail train continued to go forward, the train would derail and come off of its tracks crashing onto the ground. These earthquake fault lines also create tsunamis.

Date Received
04/17/2019

Source
Open house/public meeting

Communication
Hi, my name is Terry Troutt, and I want to comment on the station alternative presented for the Tacoma Dome area. At the moment, this is to be the Amtrak station. There's other transportation in the area, but it's an important arrival point into Tacoma because of the Amtrak station. And so your first visual impression of Tacoma is going to be derived when you
arrive at this area. None of the alternatives presented are below ground. They all are elevated systems. This is generally always a visual block on the neighborhood, especially a historical neighborhood. To build elevated rail system and stations at this particular point would be the equivalent of what San Francisco did by building an elevated freeway right down in front of the ferry building in San Francisco. It took 30 years or more to have that torn down, and then it was only thanks to an earthquake which assisted in that process. I would hate to have to think that we would be stuck with an elevated system here that would be despised by both tourists and locals and would have to wait for a natural destruction.

Date Received
04/17/2019

Source
Open house/public meeting

Communication
Hi, my name is Diane Poulin, P-o-u-l-i-n. I'm deaf and blind, and I'm a deaf and blind advocate for the -- and I'm the deaf and blind board president, board president for the Deaf-Blind Service Center. Okay. I think that's all. So I am very actively involved in the advocacy community, particularly in issues of safety and transit. I myself, I walk around a lot and I take notes about how to improve safety and make the -- make the community more safe to walk around as a deaf, blind person. So my experience with Sound Transit, I have an injured knee, and I was moving very slowly. Other people filed off the train and across the track and I was the last person, there was nobody there. So I wasn't able to follow anyone over the tracks. So this happened about two weeks ago. And which location, this was in the Tacoma Dome Sounder station. And so I stopped in Tacoma, didn't go to Lakewood, and in Lakewood, I would have felt a lot safer. But here, based on the schedule, we stopped at the Tacoma Dome and then it goes on to Lakewood, Tacoma, and so on. And so I got off at the stop and I wanted to cross over the tracks. Now, there weren't any people around me and I was unsure if it was okay to cross. See, the train was still there, but I wanted to get across to the other side to Lakewood, and I don't know if that's safe. So as I was about to cross, the red and white barrier came down in front of me. I am not sure what that is called. The gate, I suppose, came down in front of me and it frightened me. A person did come up to help me -- help me get under the barrier and the train went right behind me. So my thought is wow, where is the safety consideration for the deaf and blind. There's a lot of development in that community, a lot of shareholders in that community, and all of the disabilities considerations are very focused on the hearing and where are the considerations for the deaf? So we have a large deaf and blind community and that needs to be part of the discussion. How we can improve access and communication for the deaf and blind at our -- at those stations. And it's a safety issue. I'm an independent person, and I get around myself. That really frightened me. And I realized that federal laws prohibit the APS vibrations system track -- at track crossings. But how am I to know it's okay to cross at an intersection? You know, they have beacons, they have sounds and they -- they indicate whether or not it's safe for people before they cross the street. I feel like it's not fair. In high, you know, traffic communities, how do we discuss, you know, what -- you know, what the needs of the deaf, blind community is. Now, at this project, it's an opportunity to add to the conversation something that indicates that it's okay to cross. At intersections, the ABS vibration systems are -- are there, but it's banned at track crossings. So do something that would be easier for the deaf, blind to know it's safe to cross. So the underground or elevated stations are easier because we have to go down or above in order to get across the tracks. I feel like that's equal access for all people, but on the street level, it's not safe. Union Station, they do have indicators for people to cross and that's very safe, but that's the only one that I -- that I know of. There are beacons on the track that flash and indicate that it's safe to cross, but this is a very frustrating situation. So for example, if I get off the bus and I have to make a connection to the train, how do I make that connection, how do I know it's safe for me to cross? And the same going the other way. If you get off the train and go to the bus without the BPS vibration system, it's hard to know where it's safe to cross. I think I'm out. So and I want to clarify, in terms of getting through the traffic from making a transfer from the train to the bus, the APS vibration systems are very important for the deaf and blind. Are you familiar with these systems? They vibrate, you can put your hand on the system and you know it's safe to cross, you know. So sometimes you put your hand on the system, you're waiting for it, then when it starts to vibrate, you know it's safe to cross. But those -- that's a big concern when you're making a transfer from the bus to the train or vice versa.

Date Received
04/23/2019

Source
Open house/public meeting

Communication
Anna, A-n-n-a, Mosk, M-o-s-k, and I'm a resident of Bellmoore Park. So I'm obviously very concerned with the route that's being developed right over the park. So I was hoping that they could work on the route around the park to make sure that the residents are not disrupted and moved or lose their homes.

Date Received
04/23/2019

Source
Open house/public meeting

Communication
My name is Nathan Oliver. This is going to the board of directors, WSDOT. Please hire veterans for the construction and new construction of the Link light rail. Veterans are highly trained on all aspects. Mechanicals, ITs, electricians, carpenters, that's it. Please hire veterans, please contact the Employment Security Agencies. They have VA reps there. Thank you.

Date Received
04/23/2019

Source
Open house/public meeting

Communication
F3 avoids church and senior apts. Build at grade wherever possible. Use I-5 corridor as much as you can. Save as much commercial activity as you can.

Date Received
04/23/2019

Source
Open house/public meeting

Communication
Build a safe sidewalk through the entire enchanted parkway.

Date Received
04/23/2019

Source
Open house/public meeting

Communication
Please study noise and safety impacts on residents near tracks and parking facilities. 2. Enchanted parkway routes seem to be in an already congested corridor and couuld be more challenging to support a large increase in traffic during all parts of the day-commute, shopping, entertainment, homes. 3. Routes along I5 seem the most efficient and least disruptive to neighborhoods and businesses. 4. I dont care about impact to the wetlands and beds in the area

Date Received
04/23/2019

Source
Open house/public meeting

Communication
SF8 use I-5. Area is built out already. Avoid things like buying a car dealership. Little new development can be expected due to a station. The area is full.

Date Received
04/23/2019

Source
Open house/public meeting

Communication
Travel along SR99 would route a train about 50 ft out my front window (70th Ave) What is now a view of Mt Rainier would become a view of an elevated train!

Date Received
04/23/2019

Source
Open house/public meeting

Communication
SF3 would be my first choice. I like how it connects to Enchanted Pky off the round about and has an open entry. Also a lot people live within walking distance. 2. SF8 would be my second choice for many of the same reasons aswell as using mostly vacant land.

Date Received
04/23/2019

Source
Open house/public meeting

Communication
We need restrooms/bathrooms as the light rail gets longer it is so important to have restrooms that all can use. While in Bern, Switzerland main rail station they have a unisex restroom you pay a few coind to enter. Each person gets a personal stall and several attendants keep the place clean. (very important for older and younger riders)

Date Received
04/23/2019

Source
Open house/public meeting

Communication
SF8/9 has less impact on existing business. It also has the advantage of high visibility along I5 which will encourage ridership as comuters sitting in rush hour traffic see it running at full speed. Of course that means ST will actually need to build parking garages large enough to accomodate.

Date Received
04/23/2019

Source
Open house/public meeting

Communication
Your stay alert comments on buses at angle lake are great to tell people to cross at crosswalks but many people ignore and cross hwy 99 where there is no crosswalk. A policeperson there to remind people to use crosswalk during busy time should help.

Date Received
04/23/2019

Source
Open house/public meeting

Communication
In disfavor for SF8/9 as it simply flies through the city. It is an obstruction to the Target business and impacts the community members that work at that location. The transit center being built could attract more of the transient community in the store passing through which may impact the employees and guests that want to shop there.

Date Received
04/23/2019

Source
Open house/public meeting

Communication
So FW lines- Both "best" options displace seniors- how do you sleep at night?

Date Received
04/23/2019

Source
Open house/public meeting

Communication
We are moving our business to 1019 s 351st st. We do not want SF4. We will employ up to 150 skilled workers and do not want to lose this opportunity. We also have a great deal of capital invested in this project. Our constructions start date is 4/29/19.

Date Received
04/23/2019

Source
Open house/public meeting

Communication
Neumier Eng is relocating to 1019 S 351st st. We cannot have option SF4. COnstruction is starting on 4/29/19, our facility will be 80,000 sq ft. of aerospace manufacturing employing 150 people. We have a great deal of capitol invested in this facility and cannot afford to loose this.

Date Received
04/23/2019

Source
Open house/public meeting

Communication
Neumier is in the process of relocation to 1019 S 351st St Federal Way. We are starting construction on 4/19/19 of a 80,000 sq ft aerospace mfg facility. Employing 150 workers. We cannot afford to see this project fail due to high costs.

Date Received
05/02/2019

Source
Open house/public meeting

Communication
Great to keep the conversation. We need bike parking on stations, restrooms, drop-off areas.

Date Received
04/23/2019

Source
Open house/public meeting

Communication
Okay. My name is Tony James Tomlin, and I just wanted to say that when they start building the light rail, and even for the current system that Sound Transit has, they need to make sure they have proper shelters such as for the weather. Not just in the summertime, but all year round, because the weather in this state seems to be changing rapidly from one city to the other and the shelters should reflect that. And they should also have proper seating to accommodate people for disabilities, normal people, and others. And I'm hoping that they have elevators, because my understanding is it's going to be an elevated system, and they need more than just one standard elevator. And the elevators also should reflect how many people a day is going to be using them. So having two elevators for service or more, up to four elevators, would be a great benefit. Easy access, maybe a place people can get some food and drinks while they're waiting. Have businesses nearby that they can go to and not miss the train. Have a -- a schedule board at these businesses in conjunction with the Sound Transit so while they're in the restaurant waiting for the train, they can look up and see oh, my train is coming in a few minutes, and they can decide if they want to stay and order food or they can leave. That will have -- will be a great boost for the community because Sound Transit is showing they care, and they want to also help businesses in the area by promoting not only their name brand, but the business as well just by being there. And I think that's it.

Date Received
05/02/2019

Source
Open house/public meeting

Communication
Hello for comments review
To my dismay, since Sound Transit has never entertained a rider bus down HWY 99 from Des Moines all te way to Fife, in the center lane of travel, only delegated by Washington State.
Why should Pierce Transit decide to entertain center lane of travel down HWY 7/Pacific Avenue. I have proven that Sound Transit headquarters has officially partnered with Pierce Transit headquarters. Also Sound Transit will be partnering/providing the infamous BRT coach to Pierce Transit and certified drivers.
Please have your Sound Transit engineers contact my e-mail as soon as possible to clarify the distortion.
ssmith58004@gmail.com

Date Received
05/02/2019

Source
Open house/public meeting

Communication
Nice! I like the idea of Sound Transit. We need more parking at the stations.

Date Received
05/02/2019

Source
Open house/public meeting

Communication
In Tacoma
-Needs to have access for [illegible] south of I-5-bus/walk [illegible]
-lack of additional parking in tacoma is going to shoot this project in the foot!!

Date Received
05/02/2019

Source
Open house/public meeting

Communication
ET-5 is the fastest option. A partnership with Pierce and the City of Tacoma in providing transit from the eastside to Tacoma Dome and downtown tacoma. Better messaging and branding on meetings and ET-3 works as well as long as long as we have a rapid ride.

Date Received
05/02/2019

Source
Open house/public meeting

Communication
-Good pedestrian access especially for our transit dependent populations is more important to me
-Easy access to station for bus drop off and pick-up
-Environmental impact likely minimal anyway in this industrial area
-Safety of pedestrian access to improve current area has issues with unmanaged homeless population, drugs, and smoke shop
-Less traffic from casino users and concert goers (who could then use light rail)

Date Received
05/01/2019

Source
Open house/public meeting

Communication
Do not do Pierce Transit any favors! Do not "take" buildings that are viable for redevelopment or developable land for dead asphalt/concrete bays right in the center of our CORE for something pc has already a block away.

Date Received
05/01/2019

Source
Open house/public meeting

Communication
nderstand the impacts not only between routes but between elevated and underground that is where the big difference will be evident. Study such elements as air quality, energy and water resources, environment, health and safety, historuc and culture, land use (impacts on the next 50 years of link's existence), being a public servece and your responsibility to the community you serve. Sound (?), housing, GMA, ToD principled, visual quality, Cumulative effects on city.

Include underground in the EIS for each recommended elevated route to compare the real impacts. Also the Dome District is very upset about the relocation of Pierce Transit's bus bays removing existing older buildings for asphalt! When they have a find bus bay area now will ruin another block of our core ToD across from a school! ET5- this entire station is a boondoggle wrong tram should be the little link on street.

COMMENTS FROM ONLINE OPEN HOUSE

Date Received
04/10/2019

Source
Online open house

Communication
Hi,
Please, build the Federal Way-Tacoma extension along Highway 99. It gives developers a much bigger radius for TOD, and most importantly, it is much much easier for pedestrians and bikers to access from the residential areas closer to highway 99.
Please, don't take the easy route, and build for the future! Along 99, is the way to go! Its important for pedestrians to feel welcome to walk to a station, anything built near I-5 is simply not welcoming or enjoyable to walk too.
Thank you. And forward to who ever necessary.
James

Date Received
04/08/2019

Source
Online open house

Communication
I'd like to see an extension that goes from Tacoma directly to SeaTac airport, and after THAT, then additional stations/stops can be filled in. But at the rate all of this is being accomplished, I may be too old to travel and make use of any of it. However, it's a great project, even though it's very disruptive to traffic and life in the north end of Tacoma right now.

Date Received
04/05/2019

Source
Online open house

Communication
I do hope someday the link comes to Olympia. Also whichever site is chosen in Tacoma be sure to have lots of parking for those of us who will drive from Thurston County and leave cars in Tacoma. Be sure the IT transit goes directly to the tacoma hub as well on a regular basis (like every half hour) .
Thanks,
Diane

Date Received
04/05/2019

Source
Online open house

Communication
. First of all - I LOVE how your online comments feature simply doesn't work. You can check the boxes provided, but when you click in the text box to provide comments - nothing. Can't type anything. When you think about it, it kind of symbolizes how we Tacomans have been treated by Sound Transit from the very beginning. You should probably get that working - or, don't bother.
2. As to the station alternatives at the Tacoma end of the line - why is that even a question? Why would the line coming in from Seattle, (after I am DEAD, mind you, so I'm not sure why I care), why should it NOT link up with the light rail line we already have? What is this, 1830? Will we have to hire a horse-drawn hackney to get from the Seattle light rail station to the current toy train station?
3. So... I'm just going to say it. As a Tacoman I am NOT happy with the fact that, while I have been paying taxes for Sound Transit the ENTIRE TIME it has been in existence, during which time Seattlites have gotten a light rail system that extends from Sea-Tac to Northgate, including several miles of very expensive tunnels, Tacoma has gotten - a toy train. The train from Mister Rogers Neighborhood literally goes almost as far as what you have given us. Don't get me wrong - I love the system that ST has built. I just wish it served the South Sound in any meaningful way. What you have done is basically taxation without representation.
4. And don't start in about how you're finally starting the Tacoma extension, and all I have to do is wait until 2030. 2030!!!!! 2030!!!! I could very well be dead. And the Tacoma line won't extend to TCC until 2038??? WHERE IS JOSEPH STALIN WHEN YOU NEED HIM? He would not have tolerated such delays.
5. This is really very simple. If you don't intend to serve us with your light rail system - don't take our car tab fees. As much as I love public transit, for all the good Sound Transit has done Tacoma, I am starting to think maybe these Luddites in the state legislature who want to cut off your funding, might be onto something.

Date Received
04/03/2019

Source
Online open house

Communication
Hello Mr. Ramachandra,
I would like to start off by saying thank you for working on light rail expansion in the Seattle area, and I am grateful to Sound Transit for working towards this.
I was looking at the alternatives for the Tacoma Dome Link Extension, and I would like to provide some input if you are open to receiving it.
South Federal Way:
From the Federal Way station, the train should follow the SF 4A alignment. However, the station should be located just south of 348th along the east side of SR-99, so the line should follow SR-99 to 348th. I am assuming Sound Transit has evaluated an option like this, but I am surprised it is not one of the options being considered. Could I get a reason as to why that is the case? After this, the line should realign itself to the west side of I-5.
Fife:
The line should follow SF 4A until it crosses back to SR-99 from I-5. The Fife station needs to be on SR-99 because it is the most linear option, and transit works best when it is linear. This is especially true on a Major road like SR-99. Considering this, the line should be routed north of SR-99 as to not encroach upon the Emerald Queen Casino since it is so close to SR-99. The station should be located on the northeast corner of the intersection of SR-99 and 54th Ave. From there, the line should continue and deviate at Port of Tacoma Rd along the I-5 Southbound on-ramp and parallel the north side of I-5. Once the line is along I-5, I should follow the Fife 3A/Fife 4A alignment.
East Tacoma and Tacoma Dome:
The line should be aligned to use the ET 2 and TD 2 stations.
I have attached images of what the line might look like if my suggestions were implemented.
Thank you for your time and thank you again for being one of the people expanding light rail in the Puget Sound region.
Liam

Date Received
04/15/2019

Source
Online open house

Communication
please be mindful of the streetscape under the rail line

Date Received
04/15/2019

Source
Online open house

Communication
The vacant land between the Tacoma dome hotel and the rail platform is the perfect spot for link to land in Tacoma. People heading to the dome will get there safer than if they have to walk across the dangerous double track, and maybe a pedestrian bridge could be incorporated into the station design to let people cross into the garages.

Date Received
04/15/2019

Source
Online open house

Communication
We own a business on Puyallup ave and think going down Puyallup ave would have a very negative impact on ours and other businesses around us. 25TH st would be a way better option that would have the least amount of impact on the majority of businesses in this area. It would also help clean up 25th street which is currently in major disrepair.

Date Received
04/15/2019

Source
Online open house

Communication
multimodal connection points is a key factor when deciding where to place the light link, I would love to see a central hub for the dome link extention

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Date Received
04/15/2019

Source
Online open house

Communication
Planning this project without also planning the Tacoma Link extension could cause poor outcomes. The ST3 alignment of the Tacoma Link extension down 19th Ave has the streetcar operating on a couplet via Puyallup Ave Northbound and 25th Ave Southbound. While that project is years away, if there are constraints that require that couplet, that should be considered in the design of this extension because the streetcar will be a main driver of ridership at Tacoma Dome Station, more so than infrequent Sounder or Pierce Transit buses.

Date Received
04/15/2019

Source
Online open house

Communication
The new station needs to enhance options at the transit hub via density, e.g. bring things closer together and not spread out. Needs to help continue density development of apartments and other housing options in the area as well as support events at the Tacoma Dome.

Date Received
04/15/2019

Source
Online open house

Communication
Due to the location of existing train and bus stations and routes, options 2 and 3 look to be the most convenient and safe for riders.

Date Received
04/15/2019

Source
Online open house

Communication
Easy transfer to Tacoma Link and Sounder have to THE priorities here.

Date Received
04/15/2019

Source
Online open house

Communication
The closer to the Tacoma Dome bus station and Sounder station the better!

Date Received
04/15/2019

Source
Online open house

Communication
There should be NO elevated tracks running through the streets in the Dome District. Years have been spent trying to improve this district to bring density and affordable housing opportunities to compliment mass transit. It will ruin the views and cast a dark shadow on what should become a viable pedestrian friendly community. What terrible planning by Sound Transit. Why do you have 2 stations in Tacoma so close together?? Poor planning.

Date Received
04/15/2019

Source
Online open house

Communication
The closer to the Tacoma Dome the better! I think the TD 4 West E 27th Street alignment will serve the Dome better and is closer to East Tacoma from McKinley Bridge.

Date Received
04/15/2019

Source
Online open house

Communication
It would be ideal if the transit system provided a seamless link between the Link light rail and the larger transit system. Possibly by extending the Link down Pearl Street to Point Defiance Park (in a similar fashion to earlier street car designs)

Date Received
04/15/2019

Source
Online open house

Communication
I think that the alternative for light rail in Tacoma at West 25th Street is the best option as it would connect with various bus routes, be assessable from the nearby parking garage for cars, and would be a boon to the businesses located at Freighthouse Square. Besides this, there is already a connection with the Link between this location and downtown Tacoma.

Date Received
04/15/2019

Source
Online open house

Communication
TD-1 would remove Alfred's restaurant which is an asset to the area. Please choose another alternative.

Date Received
04/15/2019

Source
Online open house

Communication
This project will be a great benefit to the city! The closer to downtown Tacoma it can get the better!

Date Received
04/15/2019

Source
Online open house

Communication
TD2 is close to connections, close to dome, good potential for TOD. Lots of room so ST should strive to avoid existing redevelopment if possible for station/alignment, as these are ideal mixed use projects.

Date Received
04/15/2019

Source
Online open house

Communication
NO ELEVATED TRACKS SHOULD BE ALLOWED IN THE DOME DISTRICT. CUT AND COVER OPTION ONLY AT THIS STATION. Elevated tracks will ruin this important community built as a regional transit hub and planning to promote density and affordable housing. Elevated tracks through this vibrant transit community will destroy the economic development gains that have taken hold. Smart planning is essential. This is a valuable TOD, not some suburban station!

Date Received
04/15/2019

Source
Online open house

Communication
It would be better to situate the line closer to current railroad and not through private property.

Date Received
04/15/2019

Source
Online open house

Communication
No Elevated tracks should be allowed in the Dome District. Only a cut and cover option should be considered at the Dome Station. This will protect all uses for the staion, particulary transit orientated housing and a livable downtown Core for Tacoma's future growth.

Date Received
04/15/2019

Source
Online open house

Communication
Getting TO any transport at the Tacoma Dome has been a significant issue for me. Buses from the North End of Tacoma don't run early enough/late enough/weekends. At this time I can not get a bus to Tacoma Dome Express bus early enough to catch my flight at Seatac.....WILL This improve by the time you build this project???? If there is NO bus to get me to a Tacoma Dome connection, then that greatly lessens any value to this expanded rail

Date Received
04/15/2019

Source
Online open house

Communication
The station should be seamless and in line with the Tacoma link so that people in Tacoma do not have to change light rail or get off of the tram to connect into the Pacific ave attractions and dining as well as the stadium and Hilltop commuter traffic.

Date Received
04/15/2019

Source
Online open house

Communication
Please try to not tear down historical Tacoma property. Keep thes Tacoma gems while bringing more people to the area.

Date Received
04/15/2019

Source
Online open house

Communication
Multimodal connections, extensibility to Tacoma Mall, and maximum ridership should be prioritized here. Link is regional light rail and the spine's further extension toward JBLM and/or Gig Harbor must be made easy. Proximity to Tacoma Dome for events is also a plus - some people may never use transit unless they were going to an event at the Dome. Whichever station is chosen, consider mezzanine-like pedestrian bridges to connect the elevated Link station, Sounder platforms, and the parking garages. Also, for the TD 4 options, consider the idea of moving the bus bays to that side of the tracks.

Date Received
04/15/2019

Source
Online open house

Communication
TD 4 West - E 26th St to E 27th St is my preferred alternative for the following reasons: 1. This station will succeed because of the Tacoma Dome and it's many events. Where commuter ridership may suffer, special event ridership will cause this station to be one of the busiest along the entire spine. 2. It's unfortunate that Sound Transit had to create two separate and incompatible systems (Central Link and Tacoma Link). While this station is approximately a block south from Tacoma Link and Sounder Commuter Rail, I still believe that ridership from the Transit Center will benefit this station. 3. TOD in the Dome District is a net positive for this Station as well. 4. Anytime the Dome is vacant of events, Sound Transit could lease parking stalls for commuters using the station.

Date Received
04/15/2019

Source
Online open house

Communication
Ease of transfer (i.e., minimize distance, time, & elevation change) to other Tacoma Link is critical in order to maximize utility, efficiency, & rider satisfaction.

Date Received
04/15/2019

Source
Online open house

Communication
Has there been thought to providing a subterranean station to Alternate TD 4? A lot of the station and track locations violate the planned view corridors established by the City of Tacoma Tacoma Dome Sub Area Plan. I strongly oppose iterations that prohibit/impede the ability to build housing in the Tacoma Dome Neighborhood.

Date Received
04/15/2019

Source
Online open house

Communication
Build near the existing intermodal facilities. Build near parking. Build near existing light rail lines. This just make sense.

Date Received
04/15/2019

Source
Online open house

Communication
Sf8/9 feels like they have little Transit Oriented Development potential. They just feel like park n ride lots

---

Date Received
04/15/2019

Source
Online open house

Communication
Citizens chose to make significant sacrifices to build a transportation system which will serve generations of people. Ridership potential and opportunities for redevelopment around the stations simply must be assigned the highest priority.

Date Received
04/15/2019

Source
Online open house

Communication
I'd like the line to go along the freeway, so those people stuck in traffic can see it zipping by and think, "Gee, I should get out of my car and use light rail!" I don't think that stations #2, 3,and 4 are as desirable as they will cause traffic problems. Make an exit at the Enchanted Parkway bridge over I-5.

Date Received
04/15/2019

Source
Online open house

Communication
Currently, the SF routes do not impact me directly and I have no opinion on which specifically should be studied BUT improving public transport overall and increasing access to public transport is essential to the future of the South Sound.

Date Received
04/15/2019

Source
Online open house

Communication
South Federal Way is Rife with potential TOD opportunities. Siting the station farther from the freeway will allow great land use abilities, and help build a more intimate neighborhood not just known for being a freeway strip mall

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Date Received
04/15/2019

Source
Online open house

Communication
Best connections to bus routes are very important!

Date Received
04/15/2019

Source
Online open house

Communication
Use the SR 99 corridor for light rail and preserve ROW space near I5 for future highway growth.

Date Received
04/15/2019

Source
Online open house

Communication
It's exciting to know a South Federal Way Station is on the way. While I prefer to have a station off Enchanted Parkway I'm concerned about how vehicle and pedestrian traffic will be mitigated to each of these stations. Is there potential to have a secondary access road to Costco. Home Depot, etc. parallel to I-5 (especially if one of those stations are selected)? The existing congestion on Enchanted Parkway is terrible, especially when Wild Waves is at it's peak. I've also walked on the sidewalks (where they exist) on Enchanted Parkway and found the west side pedestrian crossing very cumbersome at South 356th. The plants are nice, but a buffer from the road and a more direct route for pedestrians would be better. Since sidewalks disappear on the east side of Enchanted Parkway, there's currently no other option. The visualizations and maps are very helpful and appreciated. Thank you for the opportunity to provide input.

Date Received
04/15/2019

Source
Online open house

Communication
Alternatives 8 and 9 appear to be in best alignment with the current route of light rail down I-5 corridor. Less cost for extra elevated track to move station in 2 blocks. 356th S and new roundabout would give great direct access to the new station. Also both Alternatives 8 and 9 create potential for easy pedestrian access to the Wild Waves theme park area for people in all of Seattle and Tacoma (kids visiting on their own in the summer without parents having to drive them).

Date Received
04/15/2019

Source
Online open house

Communication
SF 4C is by far the best alternative - it provides the best rider access, surrounding infrastructure, and on-route development opportunities. Routing the line along SR 99 will provide tremendous development potential along a largely untapped area between Federal Way and Tacoma. Anything at or near the Costco/ Home Depot area would be a huge mistake. This area is already one of the most congested and clogged areas in Washington state.

Date Received
04/15/2019

Source
Online open house

Communication
SF 4C is by far the best alternative - it provides the best rider access, surrounding infrastructure, and on-route development opportunities. Routing the line along SR 99 will provide tremendous development potential along a largely untapped area between Federal Way and Tacoma. Anything at or near the Costco/ Home Depot area would be a huge mistake. This area is already one of the most congested and clogged areas in Washington state.

Date Received
04/15/2019

Source
Online open house

Communication
Between 8/9, 8 seems to be a better logistical option, with offering easier access to the station from both access roads, whereas 9 seems limited in access. Between all option 4s, D and A are more preferred than C or D; but all 4s seem to have access challenges, as 348th is an extremely busy corridor already. Keeping the station tied to I5 seems good to minimize additional noise concerns to neighborhoods close to SR99. 3 offers a good balance of usability/least initial impact. 2W seems to offer better access to residents of FW than 2E, and 2E would severely disrupt an already busy Costco/Home Depot traffic corridor, assuming both businesses decide to stay in their current locations.

Date Received
04/15/2019

Source
Online open house

Communication
Please know this comes out of a place of self-sacrifice because I would be greatly impacted by the construction. That being said I really think SF4 C and B are the best choices. The entire point of this system is for people to have easy access to it. Lining it up with existing bus routes and park-and-rides would be a really great choice. I think Pac Hwy presents the best option for increased ridership. I know that SF 8/9 would be more economical and people might want you to build there because of the location of construction, but it doesn't make any sense to spend the money and take the time, to build something that significantly fewer people can access. As for the rest of the options, I'm deeply concerned about the impact that they would have on the 352nd and 161 intersection zone. That is a MASSIVELY used space, where people split off to Costco, multiple other businesses, I5, the 18, the 99, and enchanted parkway. I think stepping into that area with a SINGLE orange cone would have a drastic effect on the business around it. While long term those establishments might love having riders be able to get to their business easily, they have to be able to stay open through the years of construction to come. Thank you so much for reaching out to the community while you are making these decisions! I love seeing our district unite together!

Date Received
04/15/2019

Source
Online open house

Communication
SF8 would be the best option due to it would have the less impact on business and traffic. A park-n-ride can be set up right next to.

Date Received
04/15/2019

Source
Online open house

Communication
SR99 corridor is underutilized; alignment construction can be resolved with creative construction methods. SF4C has by far the best TOD potential, and infill would have attractive amenities from existing businesses and nearby Hylebos wetlands park. Nearby to pop. center to west, near 348th P&R, critical to provide more parking near stations if you want ridership.

Date Received
04/15/2019

Source
Online open house

Communication
Build light rail in Olympia

Date Received
04/15/2019

Source
Online open house

Communication
I think that by putting the stop close to Costco you would be allowing for people to do quick shopping on the way home. It is also located near the majority of the restaurants in the area for ease of access. Just from looking at the map it would be assumed that the easiest construction route to bring the light rail through with track would be along the SF8/9 route next to the I-5 corridor. so if there was a compromise between expedited building and ease of access to Costco and dinning I think that would be best.

Date Received
04/15/2019

Source
Online open house

Communication
At this location, please prioritize development potential, maximum ridership potential, and gentle guideway curves for higher line speeds and passenger comfort. Option 4C is the best of these presented.

Date Received
04/15/2019

Source
Online open house

Communication
The SF 2 West - Enchanted/352nd is my preferred station location for the following reasons: 1. The TOD opportunity for this station is much larger than the SF 2 East alternative. 2. Enchanted Parkway is approximately 80' from curb to curb and could be difficult for pedestrians to cross over from any TOD opportunities planned for the Costco Strip Mall area. 3. Potential for Multi-Modal Transit Connections. If an SF 2 East - Enchanted/352nd were chosen, I would ask Sound Transit to plan for pedestrian improvements to facilitate a safe crossing over Enchanted Parkway for any TOD opportunities in the Federal Way Crossings development. Regardless of route or stationing, South Federal Way has great potential to be a multi-modal hub between Link Light Rail and South Central Pierce County. Pierce Transit Route 402 serves Meridian Ave in Pierce County and Enchanted Parkway within King County for 15 miles from 176th in South Hill through Puyallup, it's Sounder Station, all the way to its terminus at Federal Way Transit Center. This corridor in the future could be a BRT route that could feed riders into a reliable Light Rail system.

Date Received
04/15/2019

Source
Online open house

Communication
Regarding specifically the SF3, SF8, and SF9 station options: I think that these are good locations for a station on an I-5 route because they do not force the track to deviate much. However, the traffic at the intersection of S356th, Enchanted Parkway, and 16th Ave S will need to be considered and it is likely that entire intersection will have to be re-designed. As it is right now, there are two lights about 50 yards apart and the way the lights cycle, some of the directions moving through the intersection do not move for several cycles at a time during busy times of day. There is potential to route some of the traffic out of the future parking garage to the off-ramp from SR18 that intersects with Enchanted Parkway south of Jet Chevrolet.

Date Received
04/15/2019

Source
Online open house

Communication
Maximizing ridership & utility should be paramount because it's ultimately the reason voters supported ST. It also will be the key to maintaining public support, which is critical given the attenuated time lines & mind-boggling costs.

Date Received
04/15/2019

Source
Online open house

Communication
One of the biggest problems with Light Rail is the slow grade crossings. Light Rail from Tacoma to Seattle will take far longer than auto, Sound Transit Express Bus, or Sounder Rail due to grade crossing congestion and too many stops. Every effort should be made to avoid grade crossings. If the transit is fast, people will use it.

Date Received
04/15/2019

Source
Online open house

Communication
The rail alignment has potential to create "dead zones" under the tracks. Place the alignment next to I-5 or the Sounder tracks. The area lacks street density

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Date Received
04/15/2019

Source
Online open house

Communication
I think the link should be on the west side of I5 to create easier access to the east side of Tacoma residents.

Date Received
04/15/2019

Source
Online open house

Communication
It's a challenging area, but still has some potential TOD lands that could be found farther form the freeway. Putting the station next to the freeway would be foolish and dramatically limit the available land for other uses. A station just north of the BNSF tracks and next to 25th ST, or straddling 25th street near the intersection of Portland Ave would include good bus connectivity, good pedestrian access under the BNSF tracks, and maximize potential land area for use. All that said, due to its shitty location, whichever station has best ridership is probably the location to go with

---

Date Received
04/15/2019

Source
Online open house

Communication
Connecting with the casino and East Tacoma neighborhoods are very important. Ideally visitors and residents should be able to safely and comfortably walk from the station to the casino and home.

Date Received
04/15/2019

Source
Online open house

Communication
ET6 has a lot of room for TOD. South of I-5 neighborhoods are sparsely developed and a station closer would impact affordability for existing residents. Portland avenue transit circulation including to casino area would resolve accessibility and connection to south.

Date Received
04/15/2019

Source
Online open house

Communication
I am not sure why this was a high priority for consideration in choosing a route stop. The number of individuals that work in the area and the amount of non industrial infrastructure seems sparse.

Date Received
04/15/2019

Source
Online open house

Communication
The priority for this station should be serving the Puyallup Tribe's facilities south of I-5, while maximizing ridership and development opportunity. Design accommodations for a pedestrian bridge over I-5 should be considered since the industrial streetscape around there is hostile.

Date Received
04/15/2019

Source
Online open house

Communication
ET 5 is my preferred station placement for the following reason: 1. A pedestrian bridge connection over I-5 (subject to funding by the Puyallup Tribe of Indians, not taxpayers) could be constructed to connect the East Tacoma Station with the newly constructed Emerald Queen Casino. Adding a unique destination for the entire Light Rail Spine. This would give pedestrians a safe route to cross I-5 and utilize other TOD potentials in the area.

Date Received
04/15/2019

Source
Online open house

Communication
In coordination with the Puyallup tribal government, site the station as close to the new Puyallup entertainment complex, preferably within walking distance, in order provide car-free access for the substantial number of visitors it will draw. Otherwise, there is no compelling basis to locate a station in this largely industrial area.

Date Received
04/15/2019

Source
Online open house

Communication
There's no need for a station here at all. Instead, continue to build out the Tacoma Dome station because it is an intermodal hub, with lots of parking. More parking could be expanded there as well. Sound Transit seems to be overly focused on pedestrian traffic. Most people will continue to use their cars to get to transit stations because very few live close enough to the station. So parking and speed to the lines is more important.

Date Received
04/15/2019

Source
Online open house

Communication
Minimize the size of the parking structures.

Date Received
04/15/2019

Source
Online open house

Communication
On Route 4 -- would prefer the parking to be on the North to provide the best development opportunities along 99

Date Received
04/15/2019

Source
Online open house

Communication
Access to the station by car is important

Date Received
04/15/2019

Source
Online open house

Communication
Route 3A should be shifted south to run closer to 15th St E, avoiding as much commercial property as possible. As this will be a station location, the trains arriving and leaving will be going at a slower speed and therefore sharper curves would be possible. Keep costs down.

Date Received
04/15/2019

Source
Online open house

Communication
I think the SR 99 route through Milton has greater potential for a future infill station with TOD.

Date Received
04/15/2019

Source
Online open house

Communication
Bus route connections are very important!

Date Received
04/15/2019

Source
Online open house

Communication
3B alternative allows a couple blocks of TOD north of SR99, which is a nightmare for driving much of the day. Separation is desirable for that reason. Fife will need to provide better access N of SR99, but 167 completion to Port will help with truck traffic issues.

Date Received
04/15/2019

Source
Online open house

Communication
Fife 3-A has the least impact on current long standing businesses !

Date Received
04/15/2019

Source
Online open house

Communication
I think that the station should be as close to the EQC as possible. This is the only real attraction in the area and there is a lot of industrial buildings nearby, so keeping it as close to the pot shop, EQC, and smoke shops as possible without putting the stop in a shady industrial area would be best.

Date Received
04/15/2019

Source
Online open house

Communication
Prioritize maximizing ridership and development potential. I like Fife 4 options because they are closer to the demand generating EQC and make a pedestrian and bike bridge over I-5 seem feasible.

Date Received
04/15/2019

Source
Online open house

Communication
My preferred station location is Fife 3A. In conjunction with planned TOD activities, it's paramount that each of the Tacoma Dome Link stations has the best opportunity for redevelopment and TOD potential available. The tide flats of Tacoma are predominately industrial, but with the right guidance by station placement, we can give this region the kick start it needs to bolster economic activity within Pierce County.

Date Received
04/15/2019

Source
Online open house

Communication
It would appear as though the routes north of 15th street would have the least impact on small businesses and local traffic. As Fife contemplates a town center concept and the growth for the next 30 years focuses on the town center concept, it make more sense to have the light rail complement that idea, not adversely impact it. I know this is outside the scope of this task, a more northerly route through the city make perfect sense. Fife has been separated by both I5 and highway 99 since for a long time, why slice the city again. Complementing the goals of the small businesses and town center would be the most impactful.

Date Received
04/15/2019

Source
Online open house

Communication
Another big problem with Light Rail is last mile access. Most people will not completely abandon their cars. So parking for access to rail is important. And again, stay away from congestion to make sure the trains run fast. They are already much slower than Auto, Express Bus and Sounder rail between Tacoma and Seattle. People won't switch to Light Rail because it is too slow compared to the existing options.

Date Received
04/15/2019

Source
Online open house

Communication
Are there changes Sound Transit should consider making to the TDLE draft Purpose and Need statement?
What social, economic, environmental and transportation issues are you interested in seeing considered or evaluated during environmental review on this project?
PLEASE, PLEASE do not consider any route that includes Hwy 99 south of 348th St. With the Hylebos Creek and other environmental sensitive areas on either side of Hwy 99 between 348th St and Fife, sending the rail through that area will cause severe environmental impact, and would likely add immense cost, complications, and delays to the project. Thank you.
Do you have any other comments about TDLE at this time?

Date Received
04/17/2019

Source
Online open house

Communication
Are there changes Sound Transit should consider making to the TDLE draft Purpose and Need statement?
Do we need to say something about both supporting/stimulating businesses as well as serving current and future residents?
What social, economic, environmental and transportation issues are you interested in seeing considered or evaluated during environmental review on this project?
Access to services for users of all income levels and abilities. Services that support both business and residents. Services that help keep the environment clean.
Do you have any other comments about TDLE at this time?

Date Received
04/17/2019

Source
Online open house

Communication
Don't displace seniors!

Date Received
04/17/2019

Source
Online open house

Communication
I am not in favor of Fife 4A or 4B because it will disrupt current residents and businesses along 15th St. Acquiring those properties would force residents and businesses to relocate. Residents living on 15th St are low-income, elderly, renters, and minorities with many fitting in multiple or even all of those classifications, so we worry about gentrification and its ramification on those who live and work there. For those of us who do own our homes, where will we go? It is hard to find affordable housing nearby to replace what we currently own. Those that rent will be forced to find housing again, which further displaces individuals. Since land is becoming scarcer and scarcer in Fife, we worry that 15th St and surrounding areas are next to be acquired to make way for light rail and the new City Center. Just because an area is considered underutilized in one person's eyes does not mean it is viewed the same through others. You see 15th St as land to be acquired to build light rail extension, retail, and housing units. I see 15th St as one of Fife's oldest neighborhoods and my family's home since the 1950's. We have roots and history here that should be taken into consideration. City officials and Sound Transit promote light rail extension in Fife by saying it will ease traffic, facilitate transportation, bring more retail and housing to the area, but at what cost? By displacing low-income, elderly, and minority residents and renters in order to achieve this is not fair or equitable. Before you make the important decision on the light rail extension route through Fife, think carefully about who you will be immediately and forever impacting and the hardships you will directly place on them.

Date Received
04/17/2019

Source
Online open house

Communication
Fife is already split in half by I-5 alignment. Adding additional elevated rail will cause further "walling-off." SR-99 alignment can provide for future stations, better E/W bike/ped facility and future redevelopment

---

Date Received
04/17/2019

Source
Online open house

Communication
Look into partnership with Pierce Transit or 3rd parties to run a circulator from the station to the residential on the South side of I-5. Most of Fife's housing and apartments are South of I-5

Date Received
04/17/2019

Source
Online open house

Communication
look at public-private partnership with the shopping centers around the #2 options for a shared parking garage. Benefit: users can access dining and other options at the shopping center; allows for overflow parking for both transit and shopping use

---

Date Received
04/15/2019

Source
Online open house

Communication
Freight traffic is a necessary evil. Please allow the heart of our economy to continue without impact. Improving the flow of freight traffic is an acceptable "impact" of this project. Stay away from tribal land as well. No need for the white man to continue to stomp all over the natives of this country.

Date Received
04/15/2019

Source
Online open house

Communication
I live in Bonney Lake and would like to travel via bus and/or Sounder from the Bonney Lake and/or Sumner stations into SeaTac and Seattle. I would like options that allow quick, easy and safe transfers from bus and Sounder to Light Rail. I am especially interrested in connections that provide minimal weather exposure, so that those with mobility issues can avoid ice falls in the winter. Since Sounder service is so limited most of the travel for those coming from east Pierce county would be by bus. A covered connection between the bus stop and the Light Rail would allow for easier transfers for those who are heading to the airport with rolling luggage. Pulling luggage through rain puddles is problematic and at my age I cannot carry luggage for any distance.

Date Received
04/15/2019

Source
Online open house

Communication
These locations seem useless. No one lives here. People would have to get down the hill from the real "East Tacoma" to access this station. Why not put it closer to the new casino? At least that's closer to some residential areas. It's such lousy planning to ignore all fo the people who ALREADY live here and just place the light rail where it is easiest. The East L street bridge over i-5 is about to be demolished, SOON. You could have worked with Tacoma to make this a corridor for both the light rail and cars/pedestrians, in order to bring a station up the hill to the East side where it would have been WAY more useful than in an industrial area where nothing is going on and everyone drives a truck to work. I live in 98404 and, as a former resident of Chicago, have spent much of my adult life on public transit. Get it together, Sound Transit! This is an opportunity - the port area will already be well served by the Dome station - its a flat area! What about the thousands of residents so close by right up the hill? Yes, bus is ok, but bringing the light rail closer to them is much, much better!

Date Received
04/15/2019

Source
Online open house

Communication
1,2 and 6 are too far away from both the casino (major destination) as well as the residential on the Eastside of Tacoma. Look at a pocket track here to stage trains for events at the EQC

Date Received
04/15/2019

Source
Online open house

Communication
TD 4 west will potentially impact the Tacoma Book Center and it is too far from the Tacoma Dome Station hub Best bet here is a station on 25th with a bridge connecting the bus bays/garage with the station and the Sounder station

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Date Received
04/23/2019

Source
Online open house

Communication
Hello, I cannot make it to the Tacoma info session tonight due to conflicts, but wanted to make sure I got some comments in. I might make it to the Federal Way session next week, but I am more concerned with the Tacoma station as it is very close to my work place. I am most interested in the TLD2 or TLD4 (green option) surrounding the Freighthouse Square, with TLD4 being my most preferred option. This has the closest exit to the Tacoma Dome encouraging ridership for events, and Freighthouse Square itself is a vital part of the Tacoma Dome District. I am surprised there is no alternate for an under-the-street option. The Tacoma Dome district is an up-and-coming area and will be a very vibrant neighborhood. Our bus depot and current Tacoma link station are here, and the future Sound Transit light rail will have a significant stop here. All of the transit stations could intersect below Freighthouse Square. This sort of underground transit hub allows ease of access for all. Pedestrians can transverse the whole area without the potential of being hit by transit or vehicle traffic. There is also something about this type of underground station that indicates that you are in a city. It's sleek, doesn't disrupt the neighborhood, and will add to Tacoma's sense of place more than an above ground option. I also haven't seen anything about increasing the parking area to this important transit stop. The park and ride at the bus depot is awesome, but it is frequently at capacity. In order to facilitate more ridership on the light rail, there needs to be more parking. The many people who commute to Seattle for work or don't like driving/parking in Seattle, will use this station to park their personal vehicle and choose mass transit for the commute northward. I certainly look forward to this option, but it will completely fall apart if there is not enough parking to accommodate a proper park and ride. Thank you for listening to all our voices! I'm sorry I can't make it to tonight's info session, but I have been following this closely. I look forward to seeing what we build. Thank you, Shona Bose
shona.bose@mcgranahan.com

Date Received
04/23/2019

Source
Online open house

Communication
As a regular commuter using TDS today, arriving by public transit today, the ease of arrival AND transfer between different transit via any method other than private vehicle should be a priority. Making this easier, especially with the partnership of Pierce Transit, will be able to help passengers utilize transit. Keeping in mind accessibility, keeping the light rail station access closer to the other public transit (bus, Greyhound/Bolt Bus (new!), Tacoma LINK, and Amtrak) is preferred.

Date Received
04/23/2019

Source
Online open house

Communication
TD4 access to Tacoma Dome parking lots during weekdays 2)TD4 possible very long term access to Tacoma Eastern railroad line for shuttle service to east side of Tacoma 3)TD4 develop seamless pedestrian transition with Tacoma Dome, Freighthouse Square station, AMTRAK, Sounder rail and Pierce Transit station and downtown Tacoma LINK service. Also LeMay museum.

Date Received
04/23/2019

Source
Online open house

Communication
Prioritize accessibility for disabled people. Use an equity framework in outreach. PAY LOCAL PEOPLE TO DO OUTREACH. Make safe connections for walking, biking, and other transit modes.

Date Received
04/23/2019

Source
Online open house

Communication
TD2 is best option because it is close to the parking, Tacoma Link, transit and Greyhound buses and Sounder. If you want people to ride you need these connections. Better connections higher ridership. This route can easily be extended west. The pedestrian path between TD2 and transit buses should remain between the parking garages, but with significant improvement. The path needs to be opened up. Moving some buses to the west of the western garage would be confusing and a mistake, and is not necessary. TD3 is to far from other transit connections and not a good area for surrounding development. TD1 is also to far from other transit connections. If you are going to build on Puyallup Ave put the station above the existing bus station and straddling E. G St. Study this. All of the TD4's have issues. To far from parking, no parking-no ridership. Hard to reach buses and Tacoma Link. Property impacts.

Date Received
04/23/2019

Source
Online open house

Communication
Putting a station so far from the existing connections is stupid planning. Your vision of putting a giant dark concrete structure down the heart of the main streets to get to the Dome and eliminate the walkability shows poor and wasteful planning. No business is going to locate under these giant pillars, they will be dark and unsafe. You need to think about how you are going to properly plan for housing near transit and walkability. It is part of your job when you are building transit in an area that is growing transit. It needs to go under the existing street like you have done in other downtown areas. If you choose to neglect your responsibilities, then don't ask for more money. I will vote NO for transit in the future if you are going to show you are thoughtless in your planning towards expansion of your important station areas. This is not a new station area!! You should want to approach this hub station point with great care. You are showing thoughtless planning and illustrates the point you just want our money.

Date Received
04/23/2019

Source
Online open house

Communication
The Tacoma Dome District is an existing, developing neighborhood and tearing down historic buildings for Bus turn-around is not a good for community building. An underground, cut and cover option, should be fully considered, for environmental, historical and cultural, land use and social economic and visual quality reasons. The cost differential should be compared over the life of the project and not simply by comparing the initial cost.

Date Received
04/23/2019

Source
Online open house

Communication
Underground must be an alternative that is studied in the EIS for each recommended elevated alternative. also must examine the long list of negative effects elevated has in existing urban streetscapes and the 20 year old vision that is just now starting to unfold in the Dome District of dense housing. Also all alts that are off-street are taking away either existing older buildings for Pierce Transit or destroying the Dome District's vision of filling every lot in the DD with housing that supports transit by not using cars!

Date Received
04/23/2019

Source
Online open house

Communication
TD 2 is the superior option followed closely by TD 4 East Off Street despite new development occurring around the station area. Both of these options would create a true regional service hub for Tacoma. TD 1 is intriguing and could also work with good pedestrian connections between station and other transit modes. The biggest challenge for most of these options is getting through I-5 and Sounder on its way potentially to Tacoma Mall. TD 3 is too far from other transit options, save for but service. Even garage access is compromised with this option. TD 4 West is the worst and most disconnected of all options and would only really matter when the T-Dome has an event.

Date Received
04/23/2019

Source
Online open house

Communication
Cost effectiveness should be considered when the routing is determined. Since the fund is limited for this project, I think we should utilize the current route for the new line.

Date Received
04/23/2019

Source
Online open house

Communication
Please do not completely ruin the Tacoma dome district by enabling the TD4 to happen- TD2&3 are much better TD4 or An elevated light rail will cause the same problems we finally cleaned out under the I 705- and under the A street underpass - I own the Armour and it's properties- so I know of what I speak- The city does not have the funds to have a constant police force under a new L and ST never keeps their promises - as they promised to me to keep A street from becoming a homeless encampment - they did nothing - the TD4 option is objected to by all of the businesses in my building who like to move freely without stepping over drug addicts An elevated option will create a dark dank community that no one wants to develop so there will be no new housing, no new businesses and will not allow the Tacoma dome district to thrive and flourish I am TOTALLY AGAINST TD4 Barbi Podemski

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Date Received
04/23/2019

Source
Online open house

Communication
I vote for the 25th Street options, They are closer to the other stations. Many of the businesses along the route have back door entrances so the businesses still have access their customers. such as Freight House Square has access along the train station platforms. The parking garages have access along Puyallup Ave., U-Haul has access from Puyallup Ave, Sound Transit repair shop has access from 26th and J street, Also the best route on 25th would be enhanced if it was a tunnel under ground. instead of clogging the side street during Tacoma Dome events when the streets are full of event goers. Lastly, Why are you telling the public the train goes to the airport when it dose not! It stops over a half a mile away and then you have to get a shuttle to the terminal, I recently took the bus to the airport from the Tacoma Dome Station and it dropped me off at the terminal. When I returned home I caught the bus from the same place it dropped me off and it brought me back to the corner of 25th and East G Street. It was fast , easy, and only cost $2.50 each way. How many buses could you provide for the cost of building the link extension? Your progect will ruien many small business and lives no matter where you build it. I think you should concider the potential oportunities lost because of your construction assault.

Date Received
04/23/2019

Source
Online open house

Communication
any alts. selected for further study must have an UNDERGROUND alt studied in the EIS too Also take off the new or relocated Pierce Transit Bus Bays that wipe out existing buildings for paving on a street that will be redone as a pedestrian walking street with a school. The existing Bus Bays are big enough to even accommodate the BRT busses and their location, at G and Puyallup, is best for pedestrian and car conflicts and existing stair and elevator connections to 25th and the Link. Save $ too.

Date Received
04/23/2019

Source
Online open house

Communication
Fife 3a has lowest costs making it the most favorable option. Routing should focus on creating the least impact possible on existing businesses.

Date Received
04/23/2019

Source
Online open house

Communication
Fife 4 seems to be the best location close to Pac Hwy. It can be built to run between the Rainier Valley Senior Housing and the church so neither is impacted. The Quality Inn does not need to be torn down, move the station a little north and to the west where there is enough room to build a station between the 2 hotels. If none of this is possible then Fife 3 is a good alternative. Accessing the parking lot from 12th and 59th or a new street (57th,58th?) looks very good. Fife 1 is to far north, too far from Pac Hwy, too far from walking destinations and would require Lynden Trucking to go away. It does not work. Please consider increasing the size of the parking garage by 50%. It's a small additional cost now rather than a big one later. Routing the track along I-5 seems quicker and cheaper with less impacts.

Date Received
04/23/2019

Source
Online open house

Communication
As this area is already highly developed with commercial uses, there is little likelihood of additional transit related development. I also believe most people will use the existing Federal Way transit station to the north, so economic savings in the building costs should be the driving factor for the route south from the 317th area.

Date Received
04/23/2019

Source
Online open house

Communication
SF2 West appears the best by far. Great development opportunities around this location. Consider putting part of the station directly over 352nd to help straighten the curve coming from the north, and give pedestrian access to the south side of 352nd. SF3 deserves study but development opportunities and access appear limited. Hwy 99 is to far of the path and would increase travel time. SF2 East is a bad plan. The station should not be above a gas station and there are to many business impacts. Please consider increasing the size of the parking garage.

Date Received
04/23/2019

Source
Online open house

Communication
Priorities for me are speed from Tacoma to Seattle and cost. But ridership and development opportunities are important.

Date Received
04/23/2019

Source
Online open house

Communication
The area around Hwy 18 / Enchanted Parkway / Costco is SO congested. Brining more traffic there to use the link would make it worse. Also there must be enough area for adequate parking or no one will use it. Example when the UW decided everyone south could use Angle Lake, if you did not get to that garage 4 hours before game start the garage was full. And that was on a weekend.

Date Received
04/23/2019

Source
Online open house

Communication
SF 2 West has the greatest potential for ridership, bus and non-motorized integration and future development. SF 2 East and SF 3 options less so. Freeway alternatives (SF 8/9) would be literally hidden and extremely difficult to access. SR 99 alternates don't offer any material advantages absent a major comprehensive plan and development initiatives from City of Federal Way.

Date Received
04/26/2019

Source
Online open house

Communication
Build a road for us to walk safely (Through entire Enchanted Park Way so we can walk to the station).

Date Received
04/26/2019

Source
Online open house

Communication
We currently don't need new rail transit, all it dose is tax the living s*** out of people, an example would be the RTA tax, especially for individuals that own well vechials worth over $100,000. Not to mention those type of people will NEVER ride the rail.

Date Received
04/26/2019

Source
Online open house

Communication
All stations that are built need to incorporate parking structures. SF 8/9 offers a good location on south side of Home Depot adjacent to the SF-8 station location. With enhancements to the S 356th St intersection this would keep traffic dispersed from the already congested 352nd & 348th intersections

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Date Received
04/26/2019

Source
Online open house

Communication
This is the only station that serves actual residences closeby. Also it serves those on the other side of the freeway. Please use the 99 alignment to minimize the impact of the small businesses along 99. If the light rail route doesn't impact them the construction will.

Date Received
04/26/2019

Source
Online open house

Communication
Having been employed and running a business within the City of Federal Way for more than a quarter of a century I have been witness not only to the high level of transportation issues in the area, but also the high impacts that the location of the South Federal Way Station will have on the area. In my opinion only the SF 8/9 options along I-5 make sense. I think any of the SF 4 options would be terrible along 99 through the area, with the absolute worst options being SF 4A or 4D with the crossover between SR99 and I-5. I am absolutely against those options. Options SF 4A and 4D would be the most disruptive to traffic, be the most disruptive to current businesses, and potentially affect the highest number of residences and businesses for displacement. They are the most expensive options with the largest construction challenges and I would dispute that they have any more opportunity for ridership just because of the 348th park and ride, which is already difficult to reach and poorly used as is. I believe that the SF 8/9 options provide the greatest efficiency along I-5, the least construction disruption to local business and traffic including and especially traffic to the very important Port of Tacoma.

Date Received
04/26/2019

Source
Online open house

Communication
S/F option lists "Farther from bus Service" This seems odd to list this as a disadvantage, since bus routes can be changed pretty easily. This location as a parking lot already in place!

Date Received
04/26/2019

Source
Online open house

Communication
This is a 200 year project. Choose the best route for connecting people, which may not be the most convenient or cheapest route.

Date Received
04/26/2019

Source
Online open house

Communication
My family has been doing business in the City of Fife since the 1980s. We have invested in multiple properties with nice buildings on them. If this project approaches Hwy 99 it will kill the business climate in Fife. I look at it this way less businesses in Fife the less people will come to Fife is that what the City of Fife wants. To be honest to interfere with Hwy 99 retail businesses is not a good Idea.

Date Received
04/26/2019

Source
Online open house

Communication
Fife 1 I feel offers better areas for parking structure/s with somewhat less impact to business's in the area

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Date Received
04/26/2019

Source
Online open house

Communication
Use the I5 for this portion as well to minimize impact to small businesses through the light rail and construction impacts.

Date Received
04/26/2019

Source
Online open house

Communication
I feel strongly that the 3B route will be very disruptive to local businesses

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Date Received
04/26/2019

Source
Online open house

Communication
Prioritize accessibility for disabled people. Use an equity framework in outreach. PAY LOCAL PEOPLE TO DO OUTREACH. Make safe connections for walking, biking, and other transit modes.

Date Received
04/26/2019

Source
Online open house

Communication
This station should be eliminated to speed up travel time to Seattle. The station is too close to Tacoma Dome Station. This area should be serviced by Tacoma Link.

Date Received
04/26/2019

Source
Online open house

Communication
ET 3A is the "best" option of them all but that isn't saying much given the location. There isn't a great option amongst any of these; for the most part this area is very difficult to program for. The freeway and high speed traffic through here makes the environment hostile to pedestrian and bike traffic. To mitigate these issues I would like ST to consider a station alternative that straddles Portland Ave with ped access available from either side of the street. Understanding that WSDOT plans to build better ped and bike access through this stretch it would be great to have a station that took advantage of those improvements.

Date Received
04/26/2019

Source
Online open house

Communication
Underground would be best

Date Received
04/26/2019

Source
Online open house

Communication
ET6 has the best potential for a parking facility on the parcel of E L St & E 26th St, west of North Coast Electric.

Date Received
04/26/2019

Source
Online open house

Communication
Any of these station will need significant improvements for access bus,car,pedestrian and bike.

Date Received
04/26/2019

Source
Online open house

Communication
Needs to be under ground

Date Received
04/26/2019

Source
Online open house

Communication
what are the UNDERGROUND options?

Date Received
04/26/2019

Source
Online open house

Communication
TD3 preferred with availability to current parking, Greyhound and transit station. TD4 appears to have a low impact to business's, this seems a good alternate but puts you away from the parking areas, but does have the potential to place a parking structure on the lot in front of Best Western between E 26th St & East E St

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Date Received
04/26/2019

Source
Online open house

Communication
TD2 makes the most sense to connect to existing transit service but over the street doesn't make sense when you can utilize the freighthouse square with sounder and Amtrak already there. If possible use the Sounder tracks to minimize impacts. Don't tear down existing or planned development.

Date Received
04/26/2019

Source
Online open house

Communication
Please take in consideration lowest cost and lowest property impacts

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Date Received
04/26/2019

Source
Online open house

Communication
Are there changes Sound Transit should consider making to the TDLE draft Purpose and Need statement?
None.
What social, economic, environmental and transportation issues are you interested in seeing considered or evaluated during environmental review on this project?
That wheelchair and other limited mobility have PRIORITY movement between new light rail and Tacoma Link to MLK. Shortest distance and least up and down.
Do you have any other comments about TDLE at this time?
None

Date Received
04/26/2019

Source
Online open house

Communication
Are there changes Sound Transit should consider making to the TDLE draft Purpose and Need statement?
Separate equity and sustainability into two separate statements and priorities. Also recognize historic redlining and disinvestment in the impacted area. Encourage equitable and sustainable urban growth in station areas through support of transit...
What social, economic, environmental and transportation issues are you interested in seeing considered or evaluated during environmental review on this project?
Recognize historic redlining and disinvestment in the impacted area.
Do you have any other comments about TDLE at this time?
Pay people of color and pay people with disabilities to provide expertise.

Date Received
04/26/2019

Source
Online open house

Communication
Are there changes Sound Transit should consider making to the TDLE draft Purpose and Need statement?
None
What social, economic, environmental and transportation issues are you interested in seeing considered or evaluated during environmental review on this project?
Think shot-long term T.O.D.; walkability and easy access to stations; parking near stations for "park and rides"
Do you have any other comments about TDLE at this time?
Encourage a plan that will mitigate possible delays in getting in built - cost, etc. while being most logical route and station connections that benefit both park and riders and walkable-"neighborhood" station locations.

Date Received
04/26/2019

Source
Online open house

Communication
Are there changes Sound Transit should consider making to the TDLE draft Purpose and Need statement?
Need a park and ride at the East Tacoma station and improvements to local bus service.
What social, economic, environmental and transportation issues are you interested in seeing considered or evaluated during environmental review on this project?
With no extra parking and no parking at the Tacoma stations...access for those who rely on transit is important. - need parking, pedestrian access and better bus service
Do you have any other comments about TDLE at this time?
None

Date Received
05/02/2019

Source
Online open house

Communication
Are there changes Sound Transit should consider making to the TDLE draft Purpose and Need statement?
None
What social, economic, environmental and transportation issues are you interested in seeing considered or evaluated during environmental review on this project?
The potential costs of alignment for reduced development potential and future tax base... based on alignment footprint taking property or lack of desirability to develop adjacent alignment infastrucure.
Do you have any other comments about TDLE at this time?
A future expansion from Tacoma Dome should find a way to further serve downtown Tacoma or south downtown as an employment center and dense urban neighborhood. Such service will likely require a below grade alignment and station location(s). Decisions in this phase will impact and potentially limit future opportunities...those impacts should be part of the evaluation in this phase.

Date Received
05/02/2019

Source
Online open house

Communication
Are there changes Sound Transit should consider making to the TDLE draft Purpose and Need statement?
None
What social, economic, environmental and transportation issues are you interested in seeing considered or evaluated during environmental review on this project?
More social-economic development in community consideration between Tacoma and Federal Way, Better coordination with existing WSDOT freeway realignment plans, Better access to feeder bus services and parking spots in Fife and Federal Way station, Least environmental and tribal region impact
Do you have any other comments about TDLE at this time?
None

Date Received
05/02/2019

Source
Online open house

Communication
Are there changes Sound Transit should consider making to the TDLE draft Purpose and Need statement?
Explicitly call out climate change impacts as a force that necessitates the need for TOD and investment in public transit
What social, economic, environmental and transportation issues are you interested in seeing considered or evaluated during environmental review on this project?Â
Transit as a social determinant of health
Do you have any other comments about TDLE at this time?
None

Date Received
05/02/2019

Source
Online open house

Communication
consider an underground option

Date Received
05/02/2019

Source
Online open house

Communication
Alternatives that study below grade station options are important. Alternatives and engineering should design route or alignment extension options from Tacoma Dome station to past Pacific Avenue (Not just I -705) - expansion options and potential should be a main criteria in evaluations and comparing alternatives.

Date Received
05/02/2019

Source
Online open house

Communication
D Street and 26th Streets are important streets for access to the Dome district with direct and straightforward connections to neighboring areas that,other than downtown, will be important for rider access to the station. Identify how street network might benefit or hinder station access and integration to better establish better evaluation criteria associated with the alignments and station locations.

Date Received
05/02/2019

Source
Online open house

Communication
An elevated TD2 would overwhelm the streetscape adjacent Freighthouse Square. I expect This would diminish the character and be undesirable. We have some nice amenities in this area, including the new Amtrak Depot. Consider instead if an elevated station and alignment should share the freight/Sounder rail corridor, leaving 25th Street with the streetcar as a prime location for transit oriented developments.

Date Received
05/02/2019

Source
Online open house

Communication
Tacome Dome Station is already bustling with many modes of transit. Judging by these preliminary estimates, I would be most interested to see the TD3 - 25th Street E option studied most intently. It would appear at this early stage to have the best integration into the neighborhood as it stands right now while maintaining ease of access/parking. Thank you.

Date Received
05/02/2019

Source
Online open house

Communication
i am writing since I am a business owner (X3) i the Dome District and property owner. We want the link to come down 25th street next to the trestle and terminate on 25th and G. It can then connect via overpass or in ground. We want its future building to go underground. I want to remind the Sound Transit board of its mission of having Development around transit not ruining the neighborhood so there can be density. We have come up with good alternatives, see notes from the Dome District Development Group Thanks Daivd

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Date Received
05/02/2019

Source
Online open house

Communication
Highest on the priorities would be getting people in and out of Tacoma Dome and surrounding business, and the ease of connectivity to the existing and highly-used Tacoma Dome station and P&R. It hopefully regenerates the feel of Union Station to Tacoma. A mix of glass art and a lively feeling of "Welcome to Tacoma" Dome District, instead of current sketchy downtown at night. The stretch into Tacoma south of this station is back on the street level, and there's a potential of Tacoma Mall extension, so I hope this station has more of a station terminal purpose rather than a mid-stop.

Date Received
05/02/2019

Source
Online open house

Communication
This is district needs our streets protected from another track, especially a giant elevated one that is going to make this area unattractive and unfriendly to business. I work everyday in this community and know what this will do to make this investment unfriendly. Aren't you supposed to be the people knowledgeable about TOD?? An elevated track is a crazy idea. You will not see future transit support if you ignore what is right for the community, and just think what is right for Sound Transit. I saw your comments for TD4 stations and they appear only to serve your needs, not the city or district. TD1 is just plain insane!! It will destroy the main entry point into downtown and any future building with a cold cement structure competing for limited lane use.

Date Received
05/02/2019

Source
Online open house

Communication
It is imperative that the light rail in the dome district is underground. Please include options for TD2 and TD3 to be underground. The lightrail should work with the amazing potential of the district to be a high density, pedestrian friendly corridor. Above ground through the Dome District will be a mistake that will be difficult to recover from.

Date Received
05/02/2019

Source
Online open house

Communication
Please make the rail line a subway (underground) wherever possible. I am from Chicago and am very familiar with elevated trains going through neighborhoods, as well as subways... and subways are very much superior for urban quality of life. Also, the plan for TD 1 â€“ Puyallup Avenue is really a bad idea because it would necessitate the demolition of existing buildings and complicate the already busy street.

Date Received
05/02/2019

Source
Online open house

Communication
good links to other modes of transport and potential T-Dome stations are high priorities in selecting this station location

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Date Received
05/02/2019

Source
Online open house

Communication
Station should straddle Portland Avenue with station entrances on both sides of the street. Bridging the street will provide better connection to development potential on west side of Portland Ave and benefit riders coming from McKinley Hill via L Street. Rebuild/rethink the street network to improve traffic flow, ability for transfer or drop off, and pedestrian experience and safety.

Date Received
05/02/2019

Source
Online open house

Communication
Get up front on evaluating potential historic resources and appropriate accommodation or mitigation. The Soccer center was designed by a prominent and unique Tacoma designer. It also used plywood construction in innovative ways for its time and is associated with the timber industry and wood engineered products developed in Tacoma. Though poorly maintained, there is significant history there and might be deserving of protection and preservation. Such context might offer design inspiration for the East Tacoma station.

Date Received
05/02/2019

Source
Online open house

Communication
Please finish as fast and on time as possible. Thanks.

Date Received
05/02/2019

Source
Online open house

Communication
Rail should be as in keeping as possible with local development plans (e.g., planned City Center) and keep environmental impacts as low as possible. Seems the South Fed Way option should be selected first as it'll be a primary driver (i.e., I-5 vs Hwy 99) for how the line approaches Fife.

Date Received
05/02/2019

Source
Online open house

Communication
Option 4B appears to run through an existing senior affordable housing property. Given the scarcity of senior affordable housing, it would be wise to look at a different alternative. In addition, that property is still in a tax credit compliance period which would mean that in addition to Sound Transit having to compensate the owner for the property/building and provide relocation costs for tenants, they would also need to look at compensating the tax credit investor for lost tax credits, which could be quite costly.

Date Received
05/02/2019

Source
Online open house

Communication
I do not support any station option that would take the route on Hwy 99, there would be just too much disruption to the majority of Fife city businesses including restaurants. I question whether or not any of the closed restaurants would be able to find a comparable location to relocate, or if many would just leave Fife.

Date Received
05/02/2019

Source
Online open house

Communication
I hope this is mainly for the access of a few businesses in Fife and residents nearby to the new P&R, and has the lowest impact to freight movement.

Date Received
05/02/2019

Source
Online open house

Communication
In my opinion the possible routes that run parallel to Pacific Highway East appear to eliminate dozens of businesses that have supported the City of Fife for in some case decades. Construction and permanent light rail improvements will forever change this area leaving it totally without personality and worth forever.

Date Received
05/02/2019

Source
Online open house

Communication
The Fife City Councils vote did not reflect the desires of their Constituents. What would actually be best is to extend the 12th street alternative all the way to the West end of 12th on the North side of 12th. Although it would encroach on Tribal properties next to the Tribal village and Port of Tacoma It would give those Entities some buy in based on the benefits they will receive from the Train. The Tribe wants to be able to attract riders to their Casinos and the Port will be able to have Mass Transit options for their Employees. Highway 99 thru Fife should be taken completely off the table as it effects to many lives and businesses.

Date Received
05/02/2019

Source
Online open house

Communication
The saying the path of least resistance should be followed. With the previous over scheduling and cost overruns, it seems that to be a good steward of the tax payers monies, Sound Transit would make the most fiscally responsible choice. Having the extension going down 99 has a much higher price tag, impacts business negatively and does not benefit the community.

Date Received
05/02/2019

Source
Online open house

Communication
Use I5 right of way as much as possible and at ground level. It is better to have the freeway to business view blocked occasionally by a train going by than to have an elevated structure that permanently block sight lines. Where you go by residential uses sound walls can be constructed, keeping the business view open.

Date Received
05/02/2019

Source
Online open house

Communication
SF9 would disrupt a long-standing local business, but appears the least-impactful overall (already is a developed site). I don't think the route belongs on Hwy 99, and I prefer the West SF2 option to the SF2 East and SF3 options due to the latter twos' potential impacts to local shopping centers.

Date Received
05/02/2019

Source
Online open house

Communication
I like the route along I5 as it is less impact to existing homes/businesses in Federal Way. Jet Chevrolet is the only branded car dealership in FW; I'm more supportive ofS F8 on open land than eliminating a thriving business. as SF9 appears to require.

Date Received
05/02/2019

Source
Online open house

Communication
I believe that we should keep it along I5 as this will keep things clean... there is enough that happens on 99 that we do not need more confusion, cluster and things for people to get distracted by....

Date Received
05/02/2019

Source
Online open house

Communication
Similar to 320th Federal Way station, there is plenty of potential in the business area and life of Federal Way residents. Two priorities I would like to see that would maximize the benefits: 1) Accessibility: either via existing P&R and new garage, and also bus services from the SW Federal Way. Also increase safety and walkability from shopping areas on 348th. This will increase ridership potential and relieve parking pressure on 320th station. 2) Create newer community: This station I hope it represents more than just another station in TDLE because its location is prime for economic and community growth. Along I-5, now closer to Tacoma, Auburn, and the Port of Tacoma, I hope this station can build a new hub, and can also relieve traffic going southbound to Tacoma from I-5, SR18, and trucks from the Port. Let I-5 do its job for cars to bypass Tacoma, and let commuters take the link to actually getting into Tacoma.

Date Received
05/02/2019

Source
Online open house

Communication
Option 8/9 is the only one that has the potential space for adequate parking. I use the Angle Lake location, where it is very common for parking to be completely full for most of the day. I have driven from the FULL Angle Lake parking to Tukwila, only to find parking at that location is entirely full also. I have then driven back to Angle Lake...still completely full. I finally gave up and drove my car downtown to my destination. MORE PARKING is necessary to optimize use of light rail. My SECOND point would be minimizing impact to existing businesses.

Date Received
05/02/2019

Source
Online open house

Communication
Traffic is already incredibly congested in this area. REAL traffic impact studies and ideas are needed to relieve the gridlock ALREADY THERE. i have lived in Federal Way for about 30 years and I have yet to see them improve light synchronization, etc. A project like this could be the last straw in destroying our quality of life. If we can't get around, this is not welcome.

Date Received
05/02/2019

Source
Online open house

Communication
PLEASE, PLEASE, provide sufficient parking lots! As it is, I currently don't use public transport to get to work because there are insufficient lots at the FWTC. If it's going to be the same situation with the South FW station, not many people will use the trains.

Date Received
05/02/2019

Source
Online open house

Communication
Traffic should be steered away from Enchanted Parkway as it already is beyond capacity during peak times. Adding in more turning traffic there would exacerbate the situation. Costco already has access issues at that light. Adding in more car and foot traffic there would greatly affect the safety and flow of traffic even in lower usage periods. Any potential benefit to Wild Waves can be best handled by shuttles from the 348th and 99 station without putting increased demand on the roads around there. Traffic from Edgewood can increase this load even more. Development along the 99 corridor will greatly benefit the easy access to the station with potential for future stations or stops to expand capacity if needed. I strongly feel based on my experiences using the trains in such countries as Japan and elsewhere that building to handle future usage with the train stations being logical hubs for businesses to grow and people to gather around benefits all which only will work with the SF4 choices with B and C being the best options.

Date Received
05/02/2019

Source
Online open house

Communication
Those are nice but also forgetting north federal way, would cause congestion all over to get to and find parking arpund the main transit hub. Need at least a couple options between 320 and 272 street of pac highway

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MAILED COMMENTS

Date Received
04/24/2019

Source
Comment form

Communication
Station #3 and specifically route 3A causes the least amount of damage to existing business and residential structures. It seems the clear choice for providing good service to the area without a lot of collateral damage. The area can develop or redevelip as needed instead of being forced to Sound Transit. Thank you.

Date Received
05/01/2019

Source
Comment form

Communication
I work at the Les Schwab tire center in Fifie. If the new railway goes through 12th street many peple will lose their jobs here and across the street of 54th. Many customers int he area and businesses have been coming to this location for vehicle service and world class customer service ans will lose that ability to go to a tire stores o close that will take care of them right away.

Date Received
05/01/2019

Source
Comment form

Communication
This seems ridiculous to put it through some of the larger businesses and main tire shop in Fife and going through 54th which is one of the worst/more congested roads in Fife. There needs to be a big design to this.

Date Received
05/01/2019

Source
Comment form

Communication
The Fife Les Schwab is in an excellent location! Our longtime customers appreciate the ease and conernience of being in a location that's central to the Heart of Fife! Moving out store is a huge mistake and will ultimately cause a decline in community morale, employee's standards of living and so much more.

Date Received
05/01/2019

Source
Comment form

Communication
Im a manager at the Fife Les Schwab, if the proposed plan for the train route going through out lot passes, that would force us to relocate or possible shut down which would result in 25+ employees and their families losing their income. Also our business supports a lot of local programs, charities, schools, etc. Without out support those programs would suffer. Not to account the millions of dollars our store brings in for taxes for this city and state.

Date Received
05/01/2019

Source
Comment form

Communication
It will take away from traffic flow for my job and business. Taking away from my income to rpovide a good living for my family. There are plenty of location with cavant lots and numerous homeless camp areas to be used.

Date Received
05/01/2019

Source
Comment form

Communication
I work at the Les Schwab in fife and this would impact me and my family as well as all my employees. All our customers would be impacted mainly our local businesses that rely on us to take care of their companies' vehicles.

Date Received
05/01/2019

Source
Comment form

Communication
Understand the impacts not only between routes but between elevated and underground that is where the big difference will be evident. Study such elements as air quality, energy and water resources, environment, health and safety, historuc and culture, land use (impacts on the next 50 years of link's existence), being a public servece and your responsibility to the community you serve. Sound (?), housing, GMA, ToD principled, visual quality, Cumulative effects on city.

Include underground in the EIS for each recommended elevated route to compare the real impacts. Also the Dome District is very upset about the relocation of Pierce Transit's bus bays removing existing older buildings for asphalt! When they have a find bus bay area now will ruin another block of our core ToD across from a school!

Date Received
05/01/2019

Source
Comment form

Communication
1401 is a historical business in our community for over 50 years, called Valley Forge Repair Center and now is Mcleans Auto Repair. It would be a shame to have this business removed from is location as it is deeply respected by the community. Many other businesses will also be affected as well if we dont choose (route 3A), therefore I choose (route 3A) as the best alternative for our community. Sincerely, William J. McLean, owner.

Date Received
05/08/2019

Source
Comment form

Communication
Don't close the casino please. Please be peaceful to the residense.

Please check the flood in this area.

Date Received
05/08/2019

Source
Comment form

Communication
The scoping MUST INCLUDE a survey of all citizens living currently in Fife. Questions asked must include, do you as a citizen of Fife expect to be using the Sound Transit link/light rail to go to work? Yes or no. All adult members of the household must answer. All teenagers 16-17 working or expecting to work must answer. At least 25% to 30% of Fife current population to 50% must say yes to make the Sound Transit link viable through Fife. Current laws and past law RC35.70A, WAC 365-190,192 RCW 43.21C prohibit building in any geological hazard area in Fife, of any residential, commercial and industrial. All of Fife is in multiple geological hazard areas and the state geology dept has rules the area unsuitable for building encouraging development in this dangerous area would be considered as acting as a geological engineer and geologist which is a crime in washington state criminal code RCW 9 and punishment of acting as a (?)

COMMENT LETTERS

Two scoping comment letters were received from the general public and are included in the following order:

- Anonymous
- Cody Bakken

To: Elma Borbe, Sound Transit
From: Anonymous
Re: Tacoma Dome Link Extension Planning
Date: 5/1/19

I pity you, Ms. Borbe, for having to read through all these citizen comments and compile them into some sensible document. If you do indeed take the public's comments seriously, thank you.

Route Comments

1. A Quibble Regarding "Pink" Route Confusion

   Your map is confusing with respect to the pink route down Pacific Hwy S because of the two "horns" that branch off in the S Federal Way area. What is the train supposed to do, stop there going south and travel back north over to I-5? Stop there going north and travel back south over to I-5? Follow the "green"/"blue"/"purple" routes down I-5 from Federal Way, curve over to S 348, and continue down Pac Hwy? Go down 99 to S 348 and then curve over to the I-5 route? Go down I-5, curve over to S 348, and then curve back to I-5 for the rest of the trip? Look at how much of your time and mine I have wasted just trying to figure out this section of the map (though from a puzzle-solving perspective I suppose it is vaguely interesting). Other than that, I like maps, and I have enjoyed pondering the various proposed routes on this one.

2. Freeway Versus 99/Pac Hwy Route North Of Turn To Fife

   This is tough.

   Freeway Advantages: 1) It seems like you would have to destroy less already existing development, since you're going through people's backyards on the west side of I-5. 2) You're not taking up space on the street and blocking cross traffic. (This would not be a relative advantage if the 99/Pac Hwy route is to be elevated over all current and future cross streets.) 3) The freeway route is probably cheaper since it's probably easier to run at ground level. 4) The two potential blue line stations on S 352 are right in the middle of the S Federal Way retail core, making walking to stores easier and, depending on whether the stations are elevated, adding interest to an area that currently doesn't seem to have much to architecturally recommend it except Wild Waves Water Park 12 blocks south and the new SR-18 flyover ramps. (The other three potential freeway route stations, the blue one and the two green ones, might be a tad peripheral...) 5) Surface grade track seems to offer a smoother ride. (This would be irrelevant if the track along the freeway is to be elevated.) 6) If running at surface level, with very few annoying cross streets, you can probably go faster. (I'm not sure how meaningful a consideration this is. First, it's about 4.5 miles from S 324 where the two routes diverge to roughly S 392 where they reconverge. Ignoring station stop(s) and assuming the train travels 35 mph on the 99/Pac Hwy route vs. 50 mph on the I-5 route, the first route would be only about 2.3 minutes slower than the second. That difference isn't too huge unless it's to be added to similar differences between Tacoma and Everett. Second, if the 99/Pac Hwy route is elevated, the route speed might well be higher, lowering the time difference between the two routes.) 7) Businesses and residences would have no cause to feel uneasy in the shadow of elevated tracks with trains running almost all hours of the day. (Or do the people between the Tukwila station and the I-5/I-405 interchange not overly mind the trains currently running above them?) (More worrisomely, am I falsely assuming that not that many residences butt up closely to the western side of I-5 between S 320 and S 392? Also, see the next point.) 8) I learned at the 4/23 open house that there actually is at least one significant block of residences that would be affected by the northern I-5 route: those that line the fairways of the golf course just southeast of the Commons Mall. Yay! Who outside the upper 5% who've made the search for housing in north Puget Sound a game of Malthusian hell over the last 20 to 25

years wouldn't like to see a bunch of snooty golf-course-dwelling rich people's houses bulldozed by light rail socialism? Luckily before the part of me that loves the aftermath of a big storm (as long as I'm not in it) could tell the presenter who was explaining the pros and cons of the two routes through the golf course that Sound Transit should pick the one that will take out the most houses, one of the people who would lose one of those houses started to explain her worries and concerns. Oops. Well, maybe rich people have feelings, too, if a bit atrophied, and I will admit it must be hell living next door to a frumpy suburban mall with bullshit pretensions to Boston Common democracy (not that Boston Common is all that democratic anymore, either, according to Wikipedia's description of its homeless exclusion policies) when you just know that the bastards behind the walls of Seattle's Broadmoor Golf Course are so much higher up the wealth scale that they can't even be bothered to look down their noses at you. Additional advantages to the golf-course-cleaving route are a) the train tracks would provide one of the most spectacular golf hazards in the United States and b) the residents could derive a substantial side income from charging high guest admission fees to the grumps that every Seattle Times article on mass transit seems to bring out of the giltwork to try and drive their tee shots through the windows of the passing trains. (Do the Seattle Times comment furies actually have a case in their cost-benefit diatribes against light rail? That's an interesting question, but one I'm probably not smart, interested, or disinterested enough to answer.)

Freeway Disadvantages: 1) Would the view suck out the eastern freeway-facing windows of the train? (This wouldn't be a problem for people going to work in the morning in winter when you can't see much out the windows anyway, and people might actually feel a sense of solidarity and comfort and/or aesthetic pleasure from the red and white streams of lights of their fellow automobile commuters.) (After noting this possible disadvantage, I made a point to sit on the eastern side of the train heading north along I-5. Because the train runs above freeway grade, the view is actually not so bad.) 2) It would be more difficult to walk to destinations if intermediate stations are added in the future. (Note that this is based on two assumptions: a) There are/will be more places to walk to on either side of Pacific Hwy than on either side of I-5, and b) future intermediate stations along I-5 won't be located next to convenient freeway overpasses.) 3) Just to restate part of the previous disadvantage, I-5 blocks walking most anywhere to the east unless freeway station(s) are near a convenient freeway overpass. 4) You are going to give drivers stuck in rush hour traffic on the freeway road rage as they see all those freeloading socialist bums too lazy to work to own a car zipping past them at 50 or 60 mph on the train. 5) The proposed freeway route stations in S Federal Way are all a half a mile to a mile from the current park and ride lot near S 348 and Pac Hwy S, which seems perhaps a little far to walk for a commuting connection, and I don't know if there is enough room near the proposed freeway stations to economically build a new park and ride lot. 6) Going through the golf course, besides affecting real people's lives (even if they are rich), may necessitate privacy and sound-damping screens, which will block riders' views up to heavenly Mt. Rainier and down into the yards of the hella luxurious.

99/Pac Hwy Advantages: 1) Being away from the freeway, you are in double the strip of development (i.e. places people want to go) for roughly four miles from S 324 to the equivalent of S 392 if one or more intermediate stations are added in the future. CAUTION, THOUGH: a) As parenthetically noted in freeway disadvantage #2 above, this assumes that i) future I-5 route stations wouldn't be located next to convenient current or future freeway overpasses and ii) there is less of interest to walk to on either side of I-5 than Pacific Hwy. If I-5 stations are located near convenient overpasses, then this advantage for the Pacific Hwy route largely disappears. b) I seem to vaguely recall from a 19 mile circular hike I took through Federal Way, Fife, and Browns Point ten years ago that Pacific Hwy runs at or near the base of a ridge on its western side for a certain distance. If true, that, too, would lessen the Pacific Hwy route's advantage. 2) You double the area people can walk to because they're not blocked by I-5 on the east when they come out of the station. (However, since there is currently only the one station in S Federal Way planned for this section, this advantage doesn't really exist for now. And as already noted ad nauseum, this advantage disappears if I-5 stations are located near convenient freeway overpasses.) 3) IF the tracks are to be elevated, they look more

impressive as they snake through and above the cityscape, a little like a Jetsons cartoon. (God help us all, though, when the big earthquake strikes and we find out just how sturdy the Lego-block method of constructing the track support spans turns out to be. [Am I correct in recalling that this is how the elevated spans have mostly been built so far?]) 4) The station at S 348 and Pac Hwy S is very close to a current park and ride lot. (This only occurred to me after puzzling over this location for a while, and not until later still did it occur to me that maybe this is precisely why you included this station option.) There is less development at this location than the two "Costco" stations, so it might be easier to expand the current park and ride lot to accommodate the presumably greater usage that the train will add than to build commuter parking elsewhere.

99/Pac Hwy Disadvantages: 1) If the track runs at street level, then it's blocking more cross traffic. However, if that hasn't proven to be a problem in Rainier Valley, then it probably won't be a problem here. (Actually, there might be a problem in both cases. Currently trains run every six minutes during rush hour. Are there any technical obstacles to trains running more frequently, say every three minutes? Even if not, trains probably couldn't do so while running at street level because of the need to allow adequate time for auto and pedestrian cross traffic.) 2) If the track is at street level, especially if it runs between the opposing lanes of traffic, it makes it harder for pedestrians to cross the street where they once might have responsibly jaywalked. I haven't lived near Rainier Valley since before the train was built there, so I don't actually know how much of a hassle it is for pedestrians, but it gives the vague impression of being one when I pass through on the train. However, if there are enough cross streets close enough together along the route, then this may not be such a problem after all. (The 4/23 open house presenter said that the 99 route would be built on the west side of the road, which would lessen this problem substantially, and if the route were to be elevated, it would eliminate the problem.) 3) The seemingly sharp curves at either end of the S 324 section of the pink route look kind of dumb on the map. Although I'm sure they would look quite impressive to people walking under them in real life (provided they're built in the same single-pillar style as current elevated track), inspiring thoughts of Roman viaducts and The Decline and Fall of the Roman Empire under Trumpius Caesar, would they also be dumb in real life by adding too much extra wear and stress to the tracks and trains or by slowing train speed too much? 4) I had two problems while viewing the proposed 99/Pac Hwy route marked on the large aerial map at the 4/23 open house. First, I couldn't tell how much of the route was to be elevated. Second, I couldn't tell if the cartoonish double-pillared supports for the presumably elevated sections were just a stylistic convention or were meant to portray the supports as they would look in real life. If the latter -- long-, wide-, double-legged "brads" as opposed to the long-, single-legged "pushpins" of previous construction -- then the 99/Pac Hwy route seems in danger of looking pretty damned ugly. 5) You may have to condemn more already existing development along Pacific Hwy than you would along I-5. 6) The station at S 348 and Pac Hwy S is a little far outside the S Federal Way retail core -- 0.6 miles from Costco and Lowes (although I don't suppose many people would be taking the train to pick up a 48 pack of toilet paper at Costco or a sink at Lowes) -- and walking nine blocks through a giant used car lot intersected by roaring rivers of dangerous freeway-fed traffic with nothing but strip malls for sightseeing is not as pleasant as walking nine blocks in downtown Seattle, where at least you'll see a few more interesting ground-level establishments, the crosswalk lights change faster, and the buildings, while no Gothic wonders, are more varied and awesomely tall. 7) Elevated track, to judge by the current section between the I-5/I-405 interchange and the overpass over I-5 south of the Rainier Beach station, offers a bumpier ride. (However, the new elevated track from Angle Lake to SeaTac seems to be pretty smooth. If the 99/Pac Hwy route is to run at ground level, then this disadvantage disappears.)

Main Fears For The 99/Pac Hwy Route: This is redundant, but it may be helpful after all the foregoing to distill out my gut-level concerns. I worry, in no particular order, that: 1) The 99 route will look ugly if the supports for the elevated sections aren't like those that have previously been built. (That said, smoothness, stability, and speed should trump beauty.) 2) The turns on the S 324 segment are going to slow the train too much

and/or add too much stress to the system's components. (What would have prevented a more gradual turn from S 324 to Pac Hwy? Too much existing development to plow through?) 3) The train will too greatly hinder auto and pedestrian east-west traffic across 99/Pac Hwy. 4) If the route is elevated for significant stretches (as it might be to solve the previous problem), it will be rattly and rough as it is now between I-405 and the south end of Boeing Field. 5) Because of the likely need to be elevated, it will cost significantly more than the I-5 route. (If this is the case, the higher up-front construction costs should be weighed against the greater long-term benefits the 99/Pac Hwy route might offer.) 6) The route will be significantly slower than the I-5 route not only because of the turns in the S 324 segment but because of the need to travel slower at grade out of concern for vehicle traffic or slower at elevation because of less track smoothness and stability. 7) The 99/Pac Hwy route, paradoxically, won't draw significantly more people from current and future development than the I-5 route. (I have the same fear in reverse for the I-5 route. See the "Further Problems To Study" paragraph below for details.)

Main Fears For The Freeway Route: 1) There will be a lack of space for adequate parking capacity at the three blue stations and two green stations in South Federal Way. 2) The blue and green stations will jam up traffic too much in the South Federal Way commercial core. 3) The deep westward bow to reach the pink station at 99/Pac Hwy, besides looking awkward on the map, will add too much time to the freeway route. 4) The freeway route won't draw significantly more people from current and future development than the 99/Pac Hwy route. (A major portion of this problem is how convenient access to station(s) is from the east side of I-5. Again, see the "Further Problems To Study" paragraph for details.)

Further Problems To Study: 1) In order for the I-5 route to be most effective, there must be convenient auto, bicycle, and pedestrian access to station(s) from the east side of I-5. As I recall from my walks around Federal Way, pedestrians and bicycles are prohibited from one side of S 320 over I-5 and I think from both sides of S 348 over I-5. What are the reasons for this, and can these problems be remedied? (I strongly doubt it in the case of S 348.) 2) Ask the residents along Martin Luther King Way in Seattle whether and how they feel the train running at street level has "split" or "broken" their neighborhood to see what the effects of this might be if done along 99/Pac Hwy. 3) There are several different ways by which to reach a light rail station: foot, bicycle, bus, car drop-off, and car. Only the last requires parking. You've probably done this a zillion times already, but if not, evaluate what the mix of arrival modes is to determine how much automobile parking is actually needed. 4) A perfect spot for a future "in-fill" station like the ones planned for S Graham and S Boeing Access Rd in 2031 would be at S 373. How hard would it be to plan for this future possibility on either of the routes? 5) Which route is going to draw the most riders? If there is zero possibility for a future station between Fife and South Federal Way (I can't really imagine any future need for one between South Federal Way and Federal Way), then as one of the presenters at the 4/23 open house pointed out, it doesn't matter which road the train travels down. The spaces on my map of Federal Way (admittedly ten years old) are largely empty on either side of 99/Pac Hwy between S 348 and S 376, and there are three largish designated wetland blocks there. Is Federal Way going to keep those areas undeveloped as they appear to be now? On the flip side, there is more development on the east side of I-5 in Milton and north of Milton. So if a station were to someday be added at the S 373 overpass, and Milton is poised to become the Bellevue of Tacoma, then the freeway route would make more sense than the 99/Pac Hwy route.

FINAL CALL: This is still tough. At a gut level, I like three options: 1) I-5 to the S 348 station and then down 99/Pac Hwy. Would the 99/Pac Hwy section cost too much extra? 2) I-5 to the S 348 station and then back to I-5. It would take extra time to detour over to 99/Pac Hwy, but this would (mostly?) be balanced by people being spared having to waste time walking from the S 348 park and ride to the closer-in blue and green stations. 3) I-5 to one of the S 352 stations and then back to I-5. Can enough parking be added at these locations and excess traffic jams in the morning and evening be avoided?

I made a crude calculation of which would be more efficient, to build a station at S 352 and offer off-site parking at S 348 or just build a station at S 348, but I didn't have time to check its flaws and type it up. I'll send it in later so your traffic flow experts can have something to laugh at. I also had a bunch of comments regarding other aspects of Sound Transit, but there is no deadline for them, and so I'll send them in later, too. I may also send copies of these comments to a couple newspapers, in case more of the public is interested.

Thanks again for the opportunity to play model railroad. Sound Transit may not be perfect, but I like how it has evolved so far, I like where it's going, and I think you guys are doing a pretty good job. I certainly couldn't build something like that.

P.S. So you don't have to retype any of this, scan it into a computer file using an Optical Character Recognition program associated with your printer and then copy and paste whatever you find useful. If I weren't commenting anonymously -- long story, though related ironically to one of your company's issues -- I'd send this in an email.

Sound Transit
401 South Jackson Street
Seattle, Washington 98104

To Whom It May Concern:

Thank you for the opportunity to share thoughts in regards to the scooping for the Tacoma Dome Link Extension project (TDLE).

At a long-standing member and current chair of the Community Transportation Advisory Group (CTAG), I have taken a vested interest in this project and have sought to provide as much feedback as humanly possible. I can tell you, as a whole, CTAG appreciates the opportunity to be involved in this momentous planning opportunity. I am confident CTAG will continue to be a vested stakeholder throughout the life of this project.

With preferred station location decisions happening only in few months, I appreciate the opportunity to provide feedback. Recognizing the significance of this project, I hope my comments are found to be valid and worthy of consideration for the level 2 analysis, and to keep for the Environmental Impact Statement (EIS) and the life of the project. I will endeavor for brevity and poignancy; and offer these comments and suggestions, understanding that Sound Transit has many stakeholders offering similar, in-kind, opposing, and unlike suggestions as well.

1. Overall concern:
   As a rider, I believe it's important to keep in mind the need access for lower-income and minority significant areas, as well as active mixed-use centers and neighborhoods whose users and residents do not have direct access to single-occupancy personal motor vehicles. This could be applied most specifically to the lower Portland and McKinley Hill areas. Please keep the stations accessible to pedestrians, and provide safe pedestrian accessibility en route to the planned stations.

2. Tacoma Dome Station floated ideas:
   I have heard there is suggestion for a cut-and-cover station in this area. As a rider and a user of facilities in this area, I think transit operating underground here is short-sighted and without long-term merit.

However, I sincerely believe a pedestrian walkway could be built underground to allow pedestrians access different parts of the area without having to deal with the incline or the traffic which is sure to only increase in this small enclosed space. This is clearly not within scope of ST3 and would be something designers could leave growing room for in the plans.

3. Build Tacoma up:

   For full consideration, I ask Sound Transit to consider building up - not out, not down. Future connecting to Tacoma Mall by going over the the 705 would be far more feasible. Providing for the riders to be above the traffic would further ensure the lowest possible risk for pedestrian/vehicle confrontation.

   More to the point, I think an over-the-Sounder build for the station would meet all of the important and valid considerations put forth by stakeholders and other scoping comments. This would necessitate an elevator and escalator built going up for each side of the station on the Sounder Station level, but this would demonstrate irrevocably that Sound Transit is invested in multimodal connection. Also consider, please, this hasn't been done anywhere else in our region.

   Further, it would provide a one-of-a-kind 360 degree perspective of the Tacoma city skyline of which residents, Central Link users, and the City would enjoy for decades to come. It would create a special sense of place before even considering station aesthetics or overall design. Any opportunity to make a build in the Sound Transit system so unique should be sought.

   I recognize this suggestion for a build would require purchasing air rights from Freighthouse Square; but I think that would, in the long-term, be far more viable than working out a lease that could be revoked or not renewed in the future. I also recognize building such a station over the Sounder would necessitate building a Pedestrian Crossing for the east end of the Tacoma Dome Sounder station, which would have its own safety requirements and considerations. I believe this would further enhance the stacked station, rather than hinder pedestrian and train traffic flow.

4. East Tacoma Station area:

   I understand there are several locations in the East Tacoma Station area which provide viable and worthy opportunities. I understand also ET3A/3B located at East 26th Street have received the most attention and the highest praise.

   I know parking is continuously an issue, especially in an area that was not originally designed to handle large parking lots. I believe parking is not necessary at every Link station; such needs could be satisfied by sufficient passenger drop-off areas to protect vehicles exchanging passengers with the station. This assists in

saving space versus a parking lot, and encourage the use of public transportation and multimodal connections in an area which has been plagued by commercial traffic use and a real lack of pedestrian safety for decades.

Regarding station design for this area, while I do believe it is vital to create a new identity and engage the community for viable and supportive design and aesthetics for the station, I also believe there are enough opinions to delay a solid decision indefinitely. I would implore Sound Transit to keep the design and aesthetic scoping timeframe shorter to keep construction and opening operation on schedule.

I believe it is vital the station in this area support and promote multimodal connections via pedestrian and bike lanes. I do agree with the suggestion to expand the Tacoma link line as a connection for this area in the future.

Let me once again thank you for the opportunity to be heard on this momentous project. I look forward to working with Sound Transit further on this and other projects.

Sincerely,

Cody S. Bakken, CAPM
Chair, Community Transportation Advisory Group for Pierce Transit

Tacoma Dome
Link Extension

APPENDIX G

East Tacoma Listening Session Summary

Tacoma Dome Link Extension
East Tacoma Listening Session Summary
May 2, 2019
Draft updated: 5/9/2019

Overview
On May 2, 2019, Sound Transit hosted a listening session in East Tacoma at the Eastside Community Center during the EIS scoping period for the Tacoma Dome Link Extension (TDLE) project. The purpose of the listening session was to learn more about community members' vision for the neighborhood that will be served by the new East Tacoma Station; the challenges they experience in utilizing transit in their neighborhood; their primary destinations; to share and solicit feedback on the Level 2 alternatives and build a foundation for future engagement. Sound Transit hosted a public open house in Tacoma, at the Greater Tacoma Convention Center, during scoping, but the listening session in East Tacoma was designed to augment this feedback because the East Tacoma community has been historically underserved by transit.

The East Tacoma listening session provided an opportunity for the 12 participants to learn about the Level 2 alternatives, discuss station area opportunities and challenges, share how the expansion of light rail can support ongoing community visioning and address community concerns about light rail's impact on the neighborhood. Feedback collected at the workshop will be included in the official EIS scoping comment period and integrated into the Scoping Summary Report, which will inform the Elected Leadership Group's recommendation to the Sound Transit Board regarding a preferred alternative(s) and other alternatives to study in an environmental impact statement.

Process
The workshop began with a resource fair where Sound Transit shared information about the Tacoma Dome Link Extension Project. Attendees could browse a series of quickscreens, which displayed information about the project evolution and process, Level 2 station alternatives in East Tacoma and Tacoma Dome, and station visualizations to provide viewers with a look and feel for how a station might look in their community. Additionally, a representative from Pierce Transit attended to provide information on Bus Rapid Transit (BRT) as well as a local radio station host. Participants could also connect with Sound Transit project staff to ask clarifying questions.

Project staff then provided a short overview presentation, reiterating the content displayed on the quickscreens, and providing more context for the project and the reason for hosting a meeting in East Tacoma. After the presentation, the project team anticipated splitting into four language groups to discuss the East Tacoma station area: Cambodian, English, Spanish and Vietnamese. Language interpreters were present to aid in communication between participants and project staff.

Due to the smaller group size, participants gathered into one, mixed-language discussion group where the facilitator asked them to describe what they loved about East Tacoma; their priorities for the community; how light rail could be an asset for their neighborhood; and the best way to continue to engage and communicate with the community members over the lifetime of the

project. In addition to assisting participants in communicating their ideas, the language interpreters were also members of the East Tacoma neighborhood, so they had the opportunity to share their thoughts about light rail as well.

The facilitators and note-taker used a flip chart to record the group's conversations. Visuals were available on the tables, including large neighborhood maps of the proposed East Tacoma and Tacoma Dome station options. Following the group discussion, the meeting format returned to a resource fair structure. Several attendees used this opportunity to engage with Sound Transit project staff about arranging future community meetings and/or integrating project representatives into scheduled community events to reach more members of the East Tacoma neighborhood.

Notifications

Two local partner organizations, the Salishan Association and East Tacoma Collaborative, assisted Sound Transit in advertising the listening session by distributing a poster door-to-door.

Outcomes

What we heard:

Feedback represented in this summary was gathered through the group discussion; participants also had the option to submit comment forms, which were captured as official scoping comments in the TDLE Scoping Summary Report. Below is a transcription of key takeaways from notes taken during the group discussion organized by the four focus areas of the listening session as well as community advice for engaging the East Tacoma neighborhood in future outreach efforts:

What participants love about their community

- The diversity of residents.
- The Eastside Community Center—it was a long process to secure funding for the much-needed space.
- Open space and access to recreation, like Swan Creek.
- Affordability.
- Convenience to destinations in Tacoma and the larger surrounding area (e.g. Emerald Queen Casino).

How light rail can improve the community

- Increased access to regional jobs, particularly in assisting the working class gain opportunities.
- Easier commute to educational assets, like the University of Washington Seattle Campus.
- Fewer cars and less pollution.
- Less traffic congestion.
- Improved safety due to fewer cars.
- Light rail will be convenient for youth and seniors.

Which station options are preferred or less favorable and priorities for station access

- Preferred stations:
  - ET 5 is more accessible from the Eastside.
  - ET 3A has better access to the community and facilities at the Tacoma Dome.
- Least preferred stations:
  - Anticipate ET 1 would have high traffic impacts.
- Priorities for station access:
  - Because there's no parking included in the East Tacoma station, expect that riders will go to Tacoma Dome where the parking is already full. This is exacerbated when there are events at the Tacoma Dome.
  - Concern about traffic congestion associated with light rail riders being dropped off at the East Tacoma station.
  - Future light rail expansion is needed to Portland Avenue or McKinley Avenue to fully integrate the Eastside into the regional system.
  - Increased bus connections from the west side of I-5 to East Tacoma are a high priority.
    - More Pierce Transit bus lines/routes at an increased frequency—riders wait too long between scheduled arrivals today.
      - Pierce Transit routes 54, 41 and 1 are challenging because they don't run frequently enough and/or there is too much distance between stops so riders can't efficiently reach destinations.
    - Suggest rapid ride bus option to collect more people.
    - A stop near the new Emerald Queen Casino is needed.
    - The current bus system makes it difficult to access existing Sound Transit service (Sounder, ST Express Bus)
  - Affordable dares will be crucial for community ridership.
  - Concerns about existing pedestrian access—currently, it's not safe to walk to the west side of I-5 from East Tacoma.

Priorities for the East Tacoma station

- Easier transit access to the station.
- Improved pedestrian and bike access, including parking.
- Strong desire for parking at the station.
- Opportunities to get food, coffee and other amenities nearby.
- Need accessible restrooms at the station.
- Security and safety will be a top priority.
- Incorporate public art that represents community diversity.

Best ways to advertise opportunities for community feedback and engage the East Tacoma neighborhood moving forward

- Create more awareness for events by advertising in the following locations:
    - South Sound media;
    - DSHS offices;
    - Local churches;
    - Area nursing homes;
    - Community radio stations;
    - Local bus stops—capitalize on long wait times!
- Important to advertise in multiple languages because English Language Learner (ELL) community members may not listen closely/ pay close attention to advertisements in English.
- Develop short videos/stories for community members to share on social media.

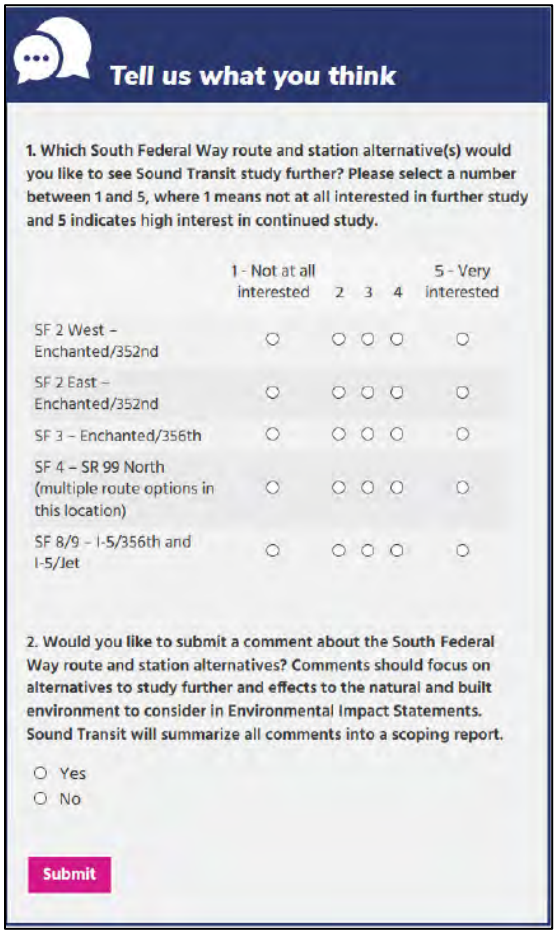
APPENDIX H

Questionnaire Results

Appendix H. Questionnaire Results

The online open house and in-person comment forms featured a questionnaire in which the public could indicate their interest in route and station alternatives for Sound Transit to study further in the Draft EIS (DEIS) for each of the station areas and alignment section (no station) through Milton. The questionnaire provided a row for each station alternative and a Likert scale (1, not at all interested, to 5, very interested) to measure level of interest in that route and station moving forward. Station alternatives with multiple route options included a follow up question to measure interest in specific route alternatives for that station location. Respondents were not required to provide input on each station area or each alternative within a station area, resulting in different levels of participation for each station area. The results below are therefore organized by station area and include the number of responses for the respective station area for reference.

It is notable that all participants were self-selected, so input should not be construed as statistically valid. The public had the opportunity to make official scoping comments in a variety of ways, including below the questionnaire on the online open house and adjacent to the questionnaire on the in-person comment forms.



Tell us what you think

1. Which South Federal Way route and station alternative(s) would you like to see Sound Transit study further? Please select a number between 1 and 5, where 1 means not at all interested in further study and 5 indicates high interest in continued study.

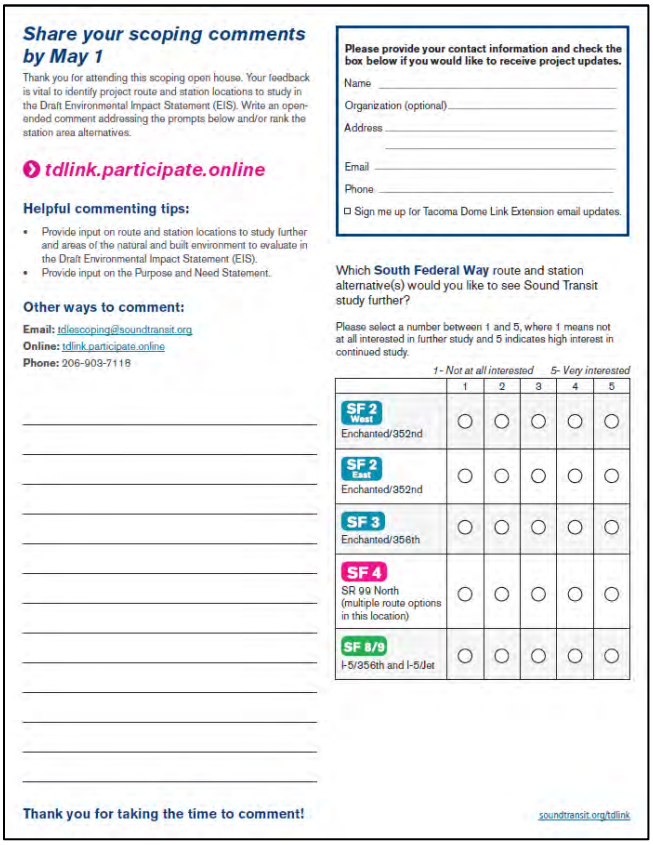
	1 - Not at all interested	2	3	4	5 - Very interested
SF 2 West – Enchanted/352nd	○	○	○	○	○
SF 2 East – Enchanted/352nd	○	○	○	○	○
SF 3 – Enchanted/356th	○	○	○	○	○
SF 4 – SR 99 North (multiple route options in this location)	○	○	○	○	○
SF 8/9 – I-5/356th and I-5/Jet	○	○	○	○	○

2. Would you like to submit a comment about the South Federal Way route and station alternatives? Comments should focus on alternatives to study further and effects to the natural and built environment to consider in Environmental Impact Statements. Sound Transit will summarize all comments into a scoping report.

○ Yes
○ No

Submit

Screenshot of the online questionnaire on the South Federal Way station area page on the online open house



Share your scoping comments by May 1

Thank you for attending this scoping open house. Your feedback is vital to identify project route and station locations to study in the Draft Environmental Impact Statement (EIS). Write an open-ended comment addressing the prompts below and/or rank the station area alternatives.

tdlink.participate.online

Helpful commenting tips:

- Provide input on route and station locations to study further and areas of the natural and built environment to evaluate in the Draft Environmental Impact Statement (EIS).
- Provide input on the Purpose and Need Statement.

Other ways to comment:

Email: tdlescoping@soundtransit.org
Online: tdlink.participate.online
Phone: 206-903-7118

Please provide your contact information and check the box below if you would like to receive project updates.

Name
Organization (optional)
Address
Email
Phone
☐ Sign me up for Tacoma Dome Link Extension email updates.

Which **South Federal Way** route and station alternative(s) would you like to see Sound Transit study further?

Please select a number between 1 and 5, where 1 means not at all interested in further study and 5 indicates high interest in continued study.

	1 - Not at all interested 1	2	3	4	*5- Very interested* 5
SF 2 West Enchanted/352nd	○	○	○	○	○
SF 2 East Enchanted/352nd	○	○	○	○	○
SF 3 Enchanted/356th	○	○	○	○	○
SF 4 SR 99 North (multiple route options in this location)	○	○	○	○	○
SF 8/9 I-5/356th and I-5/Jet	○	○	○	○	○

Thank you for taking the time to comment!

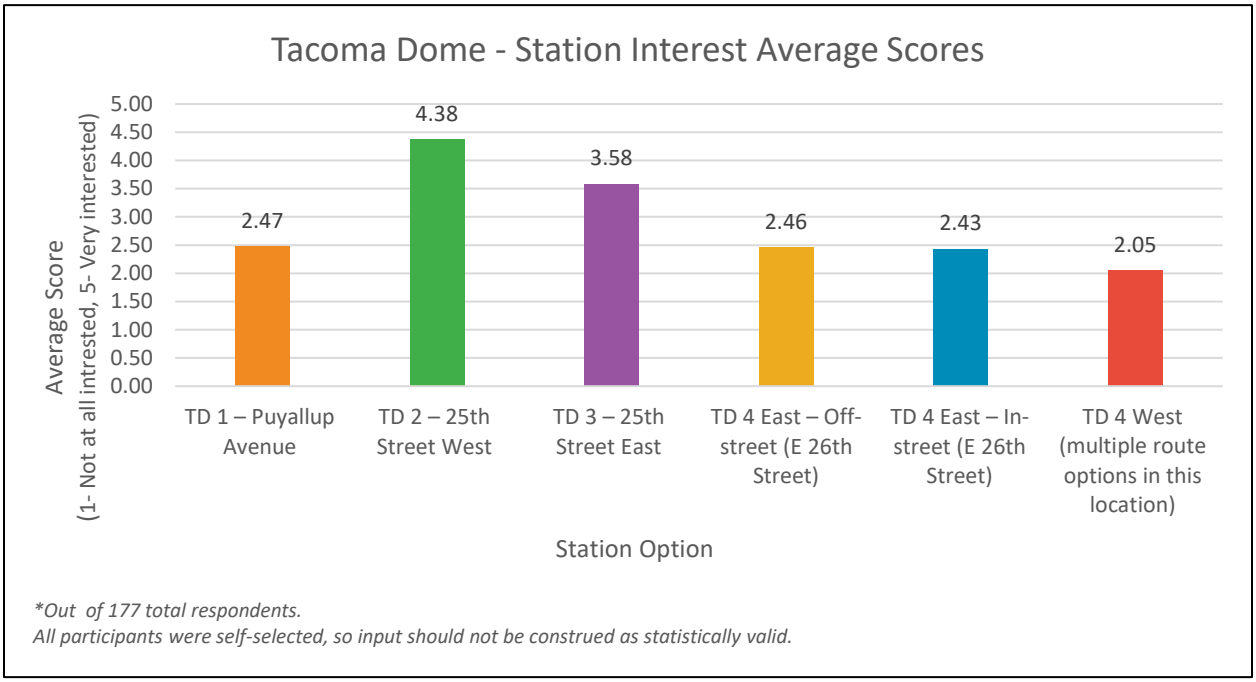
soundtransit.org/tdlink

Screenshot of the questionnaire on an in-person comment form for the South Federal Way station area.

Tacoma Dome Station Area Questionnaire Results

A total of 177 respondents provided input on one or more station and route alternative for the Tacoma Dome station area. Respondents were able to provide input on the options of most interest to them, so there were fewer than 177 responses for each alternative.

The average scores (from 1, not at all interested, to 5, very interested) in the below graph represent the level of interest in station options for further study in the DEIS. Respondents were interested in continued study for station options TD 2 and TD 3, with the most people responding to and indicating interest in TD 2.

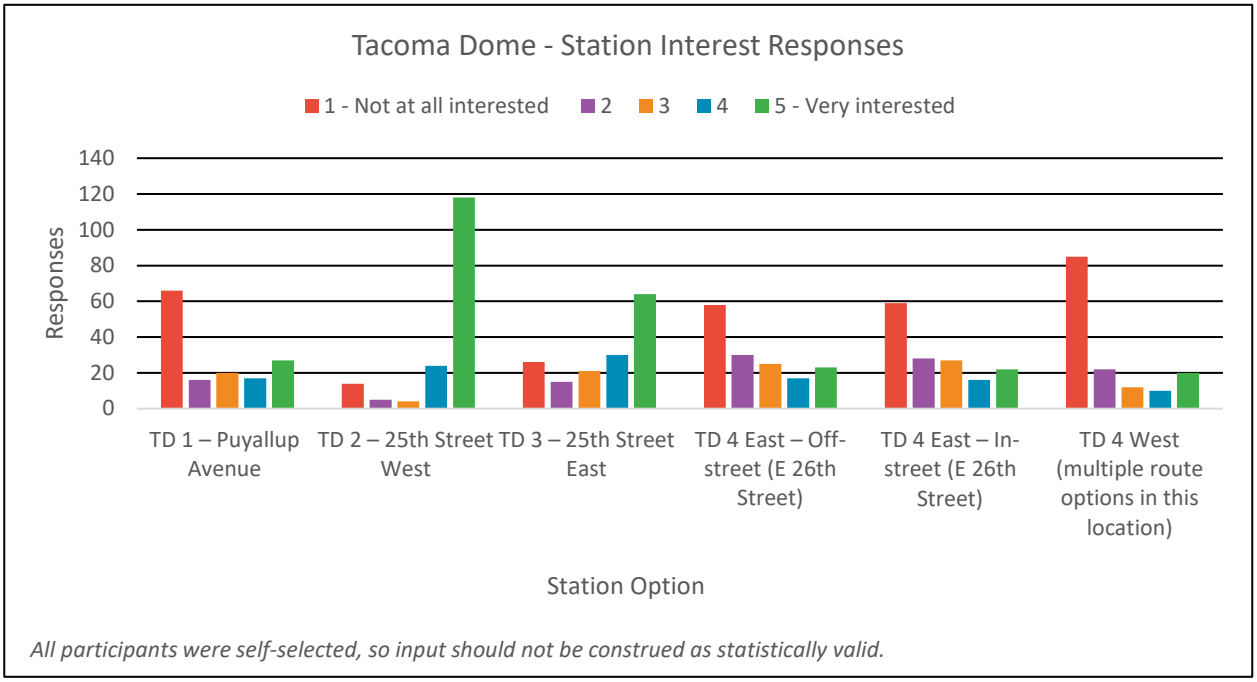


Out of 177 total respondents.
All participants were self-selected, so input should not be construed as statistically valid.

Number of responses per Tacoma Dome station option

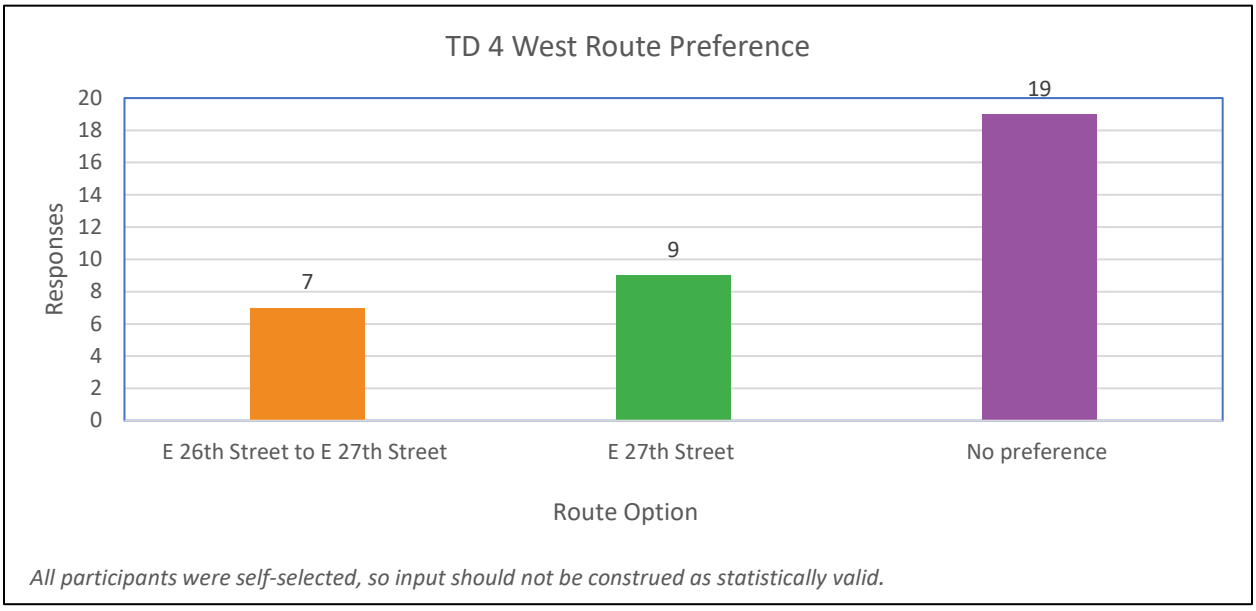
Station Option	Number of Responses*
TD 1 – Puyallup Avenue	146
TD 2 – 25th Street West	165
TD 3 – 25th Street East	156
TD 4 East – Off-Street (E 26th Street)	153
TD 4 East – In-Street (E 26th Street)	152
TD 4 West (multiple route options in this location)	149

The below graph breaks down the average scores for each station option into the individual responses across the scale of interest in further study. Based on these results, there are the most people very interested in continued study for TD 2 and not at all interested in TD 4, which is reflected by these two options receiving the highest and lowest average scores, respectively.



All participants were self-selected, so input should not be construed as statistically valid.

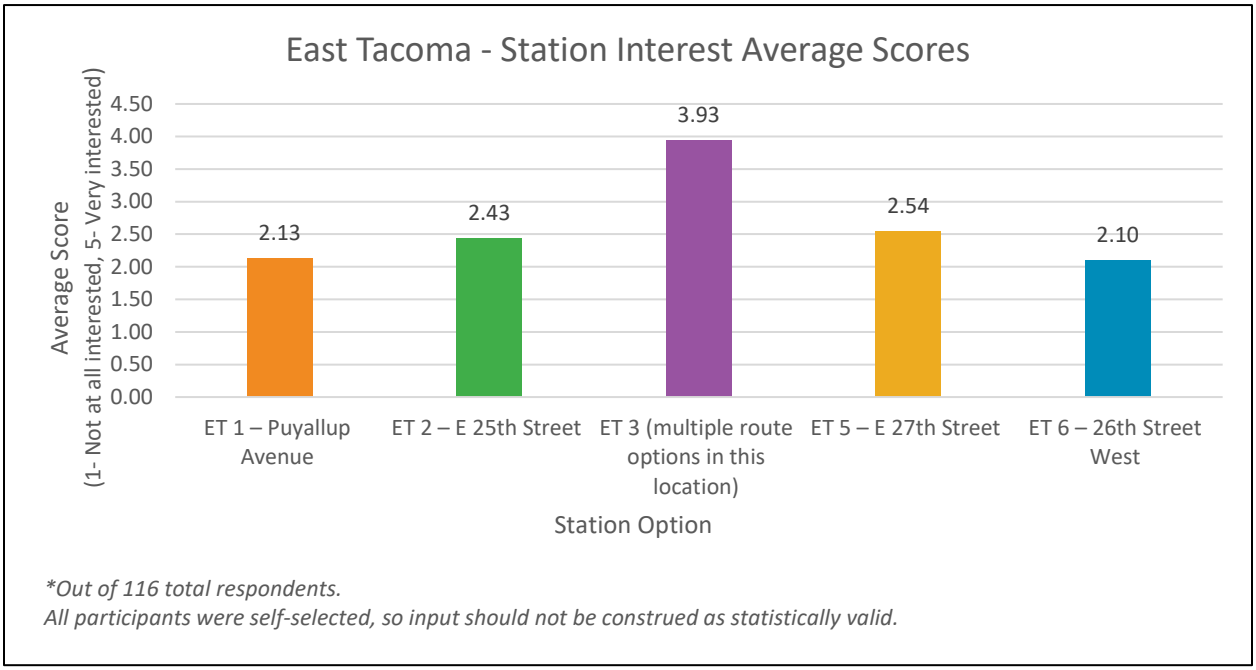
People who responded with their interest for the TD 4 West station option could indicate which of two route options serving TD 4 West they were interested in receiving further study (E 26th Street to E 27th Street, E 27th Street, or no preference). Based on these results, there was little interest in either the E 26th Street to E 27th Street or E 27th Street route option and no clear preference between the two.



All participants were self-selected, so input should not be construed as statistically valid.

East Tacoma Station Area Questionnaire Results

A total of 116 respondents provided input on one or more station and route alternative for the East Tacoma station area. Respondents were able to provide input on the options of most interest to them, so there were fewer than 116 responses for each alternative. The average scores (from 1, not at all interested, to 5, very interested) in the below graph represent the level of interest in station options for further study in the DEIS. Based on these results, respondents were most interested in continued study for station option ET 3, with the most people responding to and indicating interest in this station.

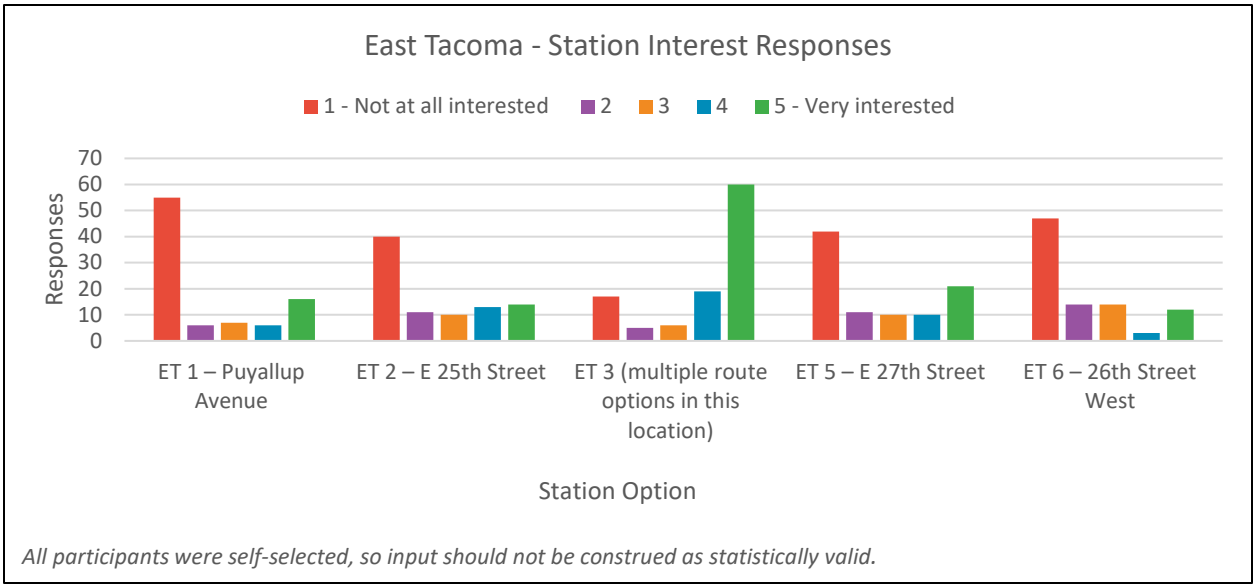


**Out of 116 total respondents.*
All participants were self-selected, so input should not be construed as statistically valid.

Number of responses per East Tacoma station option

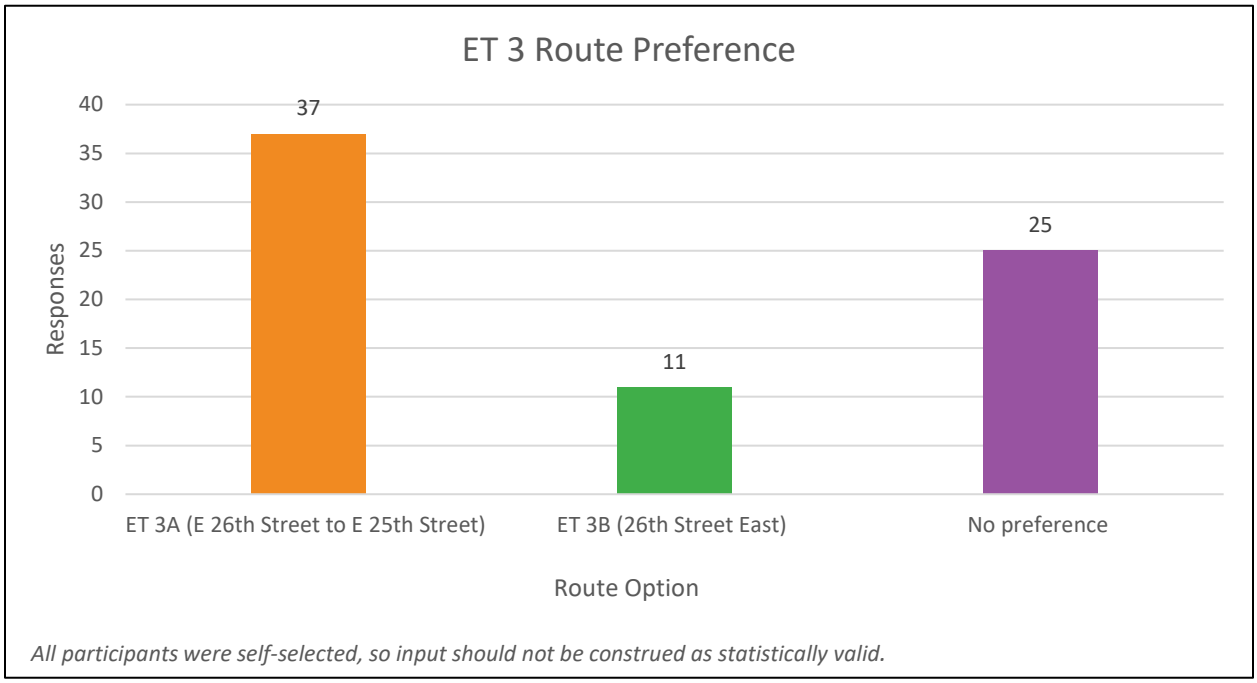
Station Option	Number of Responses*
ET 1 – Puyallup Avenue	90
ET 2 – E 25th Street	88
ET 3 (multiple route options in this location)	107
ET 5 – E 27th Street	94
ET 6 – 26th Street West	90

The below graph breaks down the average scores for each station option into the individual responses across the scale of interest in further study. Based on these results, about 60 respondents are very interested in continued study for ET 3 with 40-55 respondents not at all interested in the other options, which is reflected in the average scores.



All participants were self-selected, so input should not be construed as statistically valid.

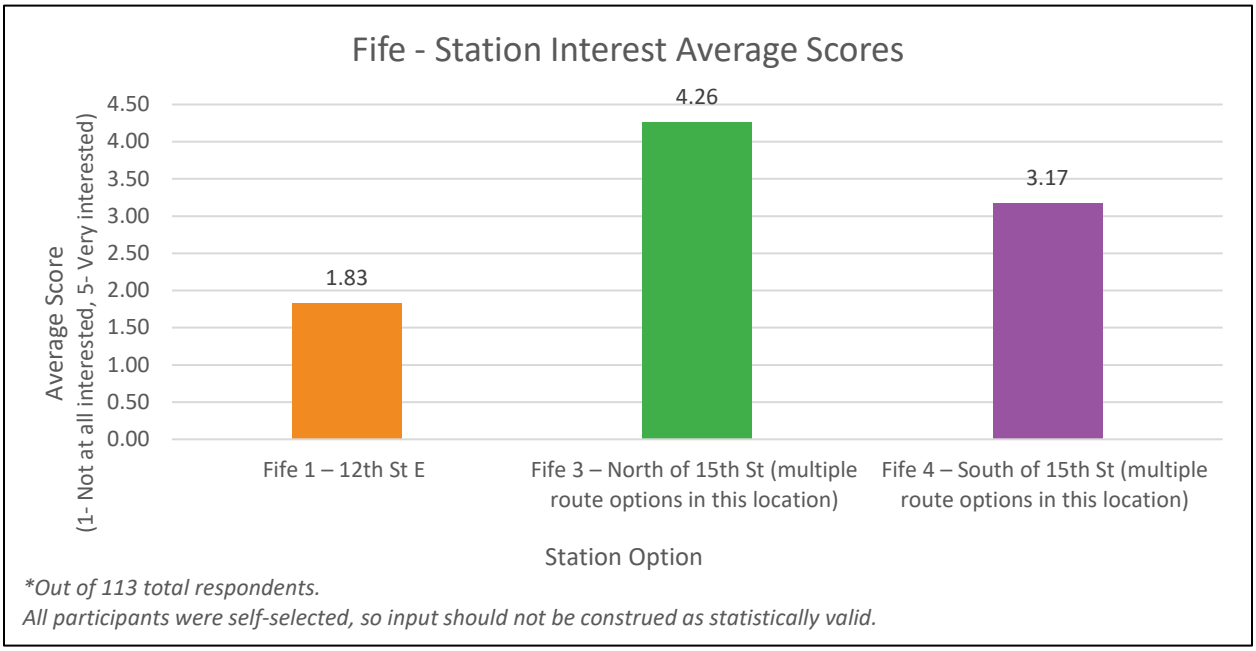
People who responded with their interest for the ET 3 station option could indicate which of two route options serving ET 3 they were interested in receiving further study (ET 3A: E 26th Street to E 25th Street, ET 3B: 26th Street East, or no preference). Based on these results, respondents were more interested in the ET 3A route option (E 26th Street to E 25th Street), with others indicating no preference between the two.



All participants were self-selected, so input should not be construed as statistically valid.

Fife Station Area Questionnaire Results

A total of 113 respondents provided input on one or more station and route alternative for the Fife station area. Respondents were able to provide input on the options of most interest to them, so there were fewer than 113 responses for each alternative. The average scores (from 1, not at all interested, to 5, very interested) in the below graph represent the level of interest in station options for further study in the DEIS. Based on these results, the respondents are interested in continued study for station options Fife 3 and Fife 4, with the most people responding to and indicating interest in Fife 3.

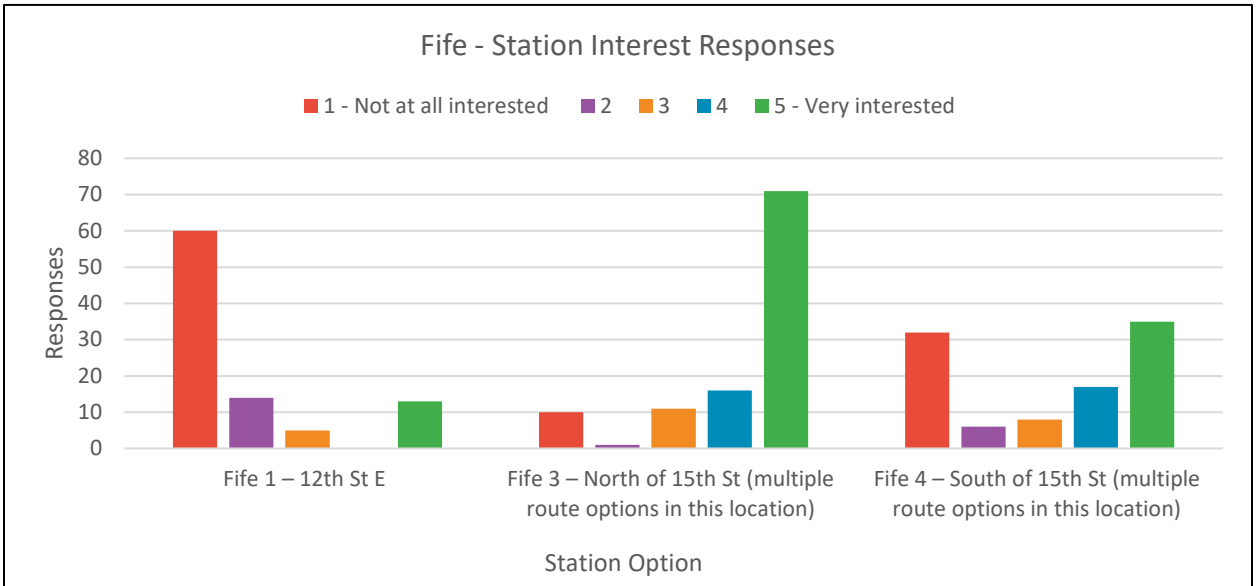


**Out of 113 total respondents.*
All participants were self-selected, so input should not be construed as statistically valid.

Number of responses per Fife station option

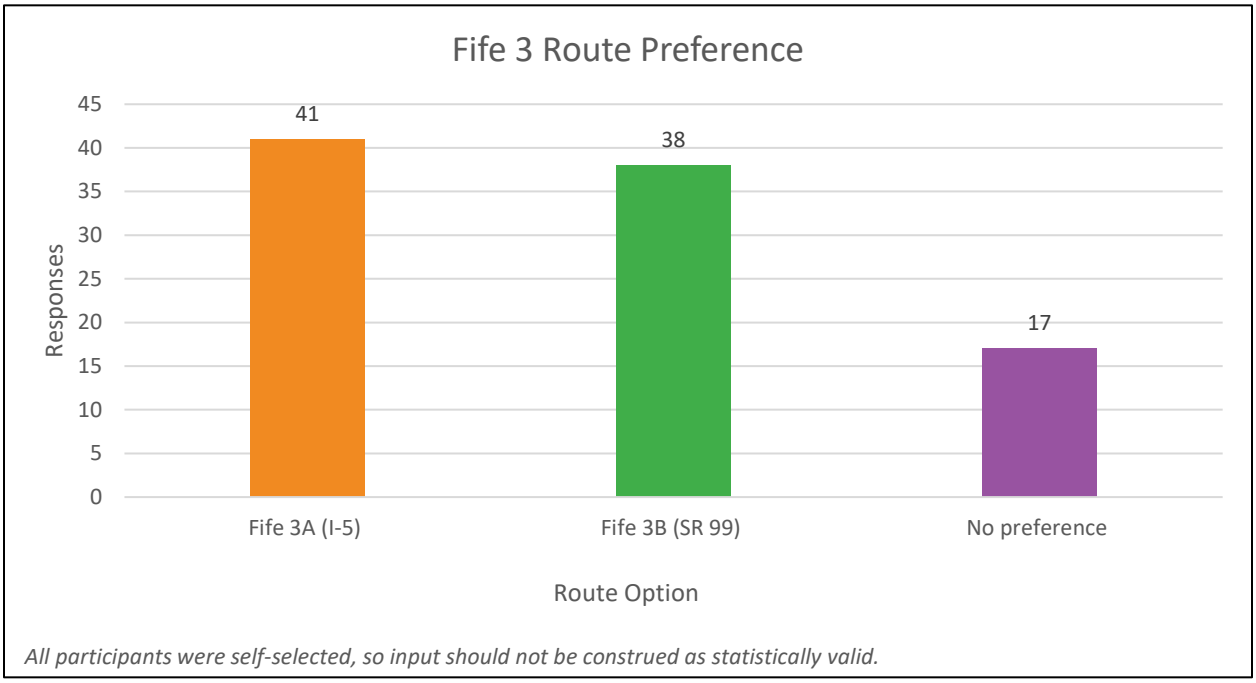
Station Option	Number of Responses*
Fife 1 – 12th St E	92
Fife 3 – North of 15th St (multiple route options in this location)	109
Fife 4 – South of 15th St (multiple route options in this location)	98

The below graph breaks down the average scores for each station option into the individual responses across the scale of interest in further study. Based on these results, more respondents are interested in continued study for Fife 3 and fewer respondents are not at all interested in Fife 1, which is reflected by these two options receiving the highest and lowest average scores, respectively.



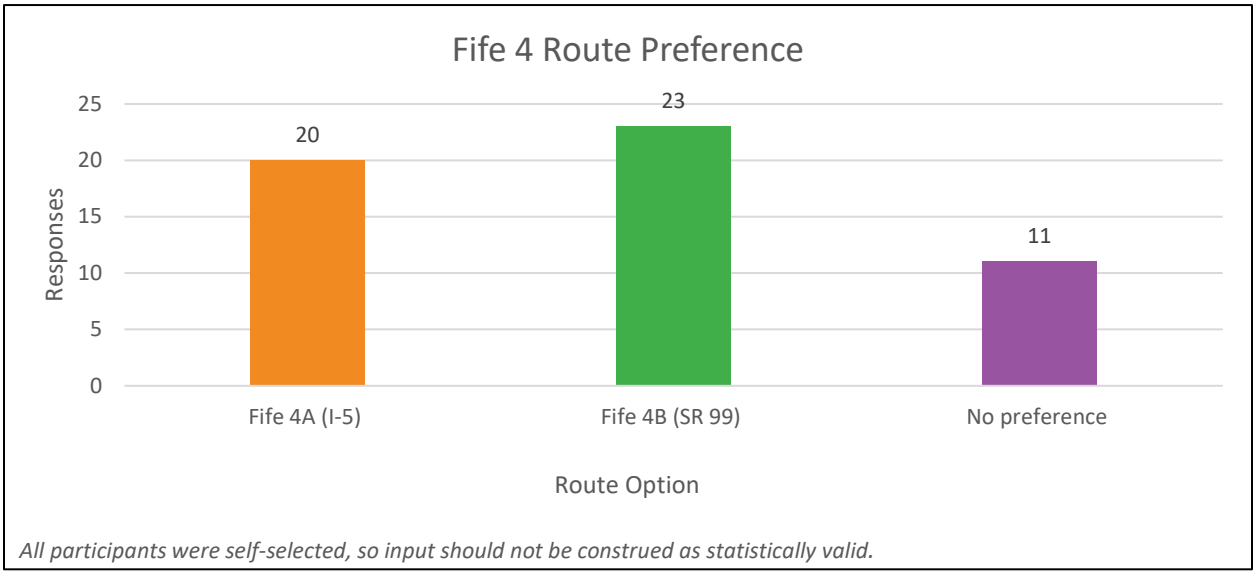
All participants were self-selected, so input should not be construed as statistically valid.

People who responded with their interest for the Fife 3 station option could indicate which of two route options serving Fife 3 they were interested in receiving further study (Fife 3A: I-5, Fife 3B: SR 99, or no preference). Based on these results, respondents were interest in both the I-5 and SR 99 route options, with no clear preference between the two.



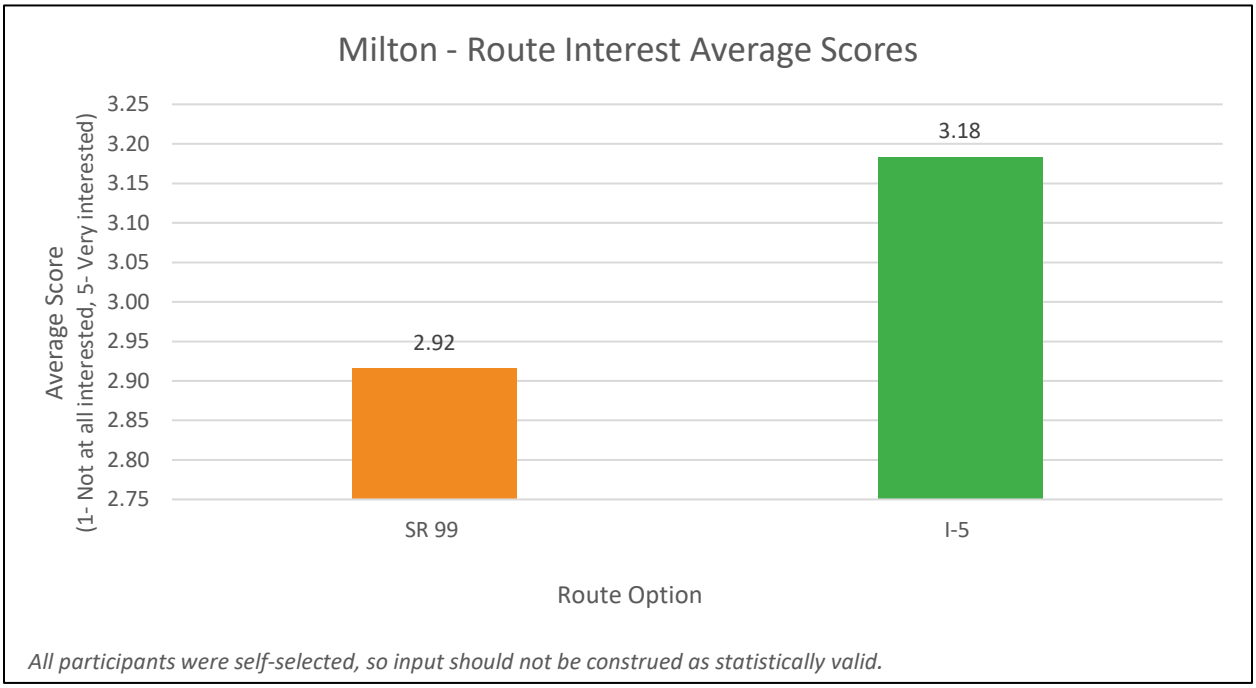
All participants were self-selected, so input should not be construed as statistically valid.

Respondents who were interested in the Fife 4 station option could indicate which of two route options serving Fife 4 they were interested in receiving further study (Fife 4A: I-5, Fife 4B: SR 99, or no preference). Based on these results, there was interest in both the I-5 and SR 99 route options, and no clear preference between the two.



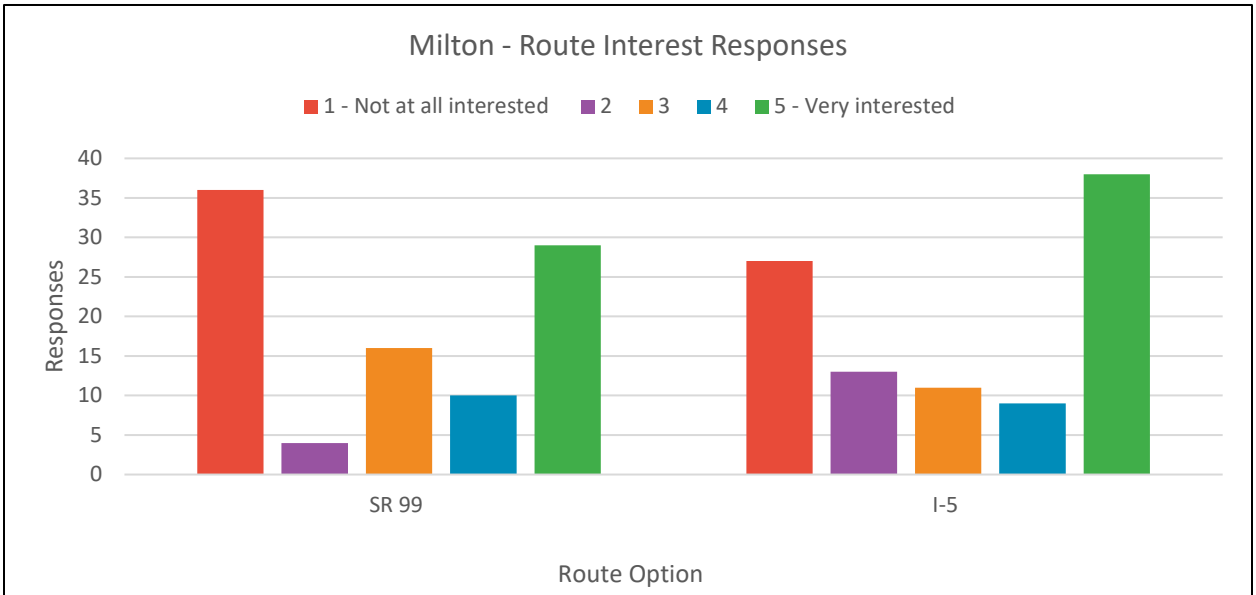
All participants were self-selected, so input should not be construed as statistically valid.

Although the project does not include a station in Milton, people could indicate their level of interest on which of two route options through Milton they were interested in receiving further study (SR 99 or I-5). Based on these results, respondents were interested in continued study for route option I-5, with the most people responding to and indicating interest in I-5.



All participants were self-selected, so input should not be construed as statistically valid.

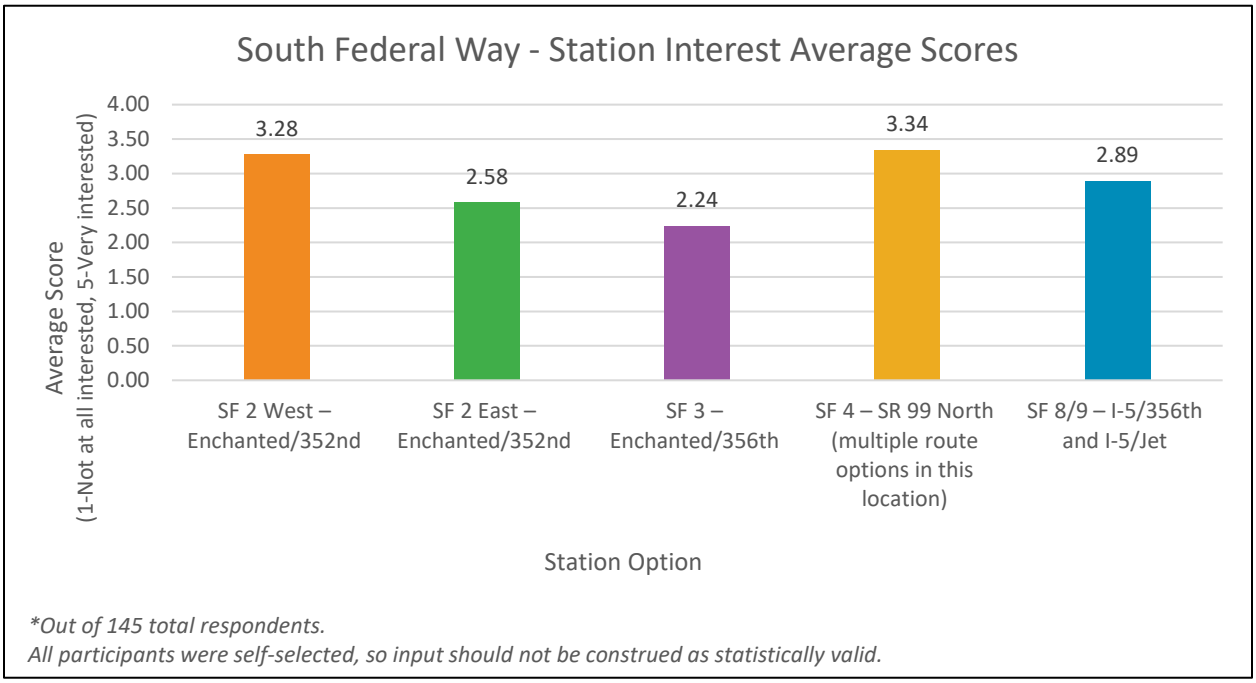
The below graph breaks down the average scores for each route option into the individual responses across the scale of interest in further study. Based on these results, respondents were most interested in continued study for an I-5 alignment through Milton for continued study and less interested in SR 99, which is reflected by these two options receiving the highest and lowest average scores, respectively.



All participants were self-selected, so input should not be construed as statistically valid.

South Federal Way Station Area Questionnaire Results

A total of 145 respondents provided input on one or more station and route alternative for the South Federal Way station area. Respondents were able to provide input on the options of most interest to them, so there were fewer than 145 responses for each alternative. The average scores (from 1, not at all interested, to 5, very interested) in the below graph represent the level of interest in station options for further study in the DEIS. Based on these results, the respondents are is interested in continued study for station options SF 4 and SF 2 West.

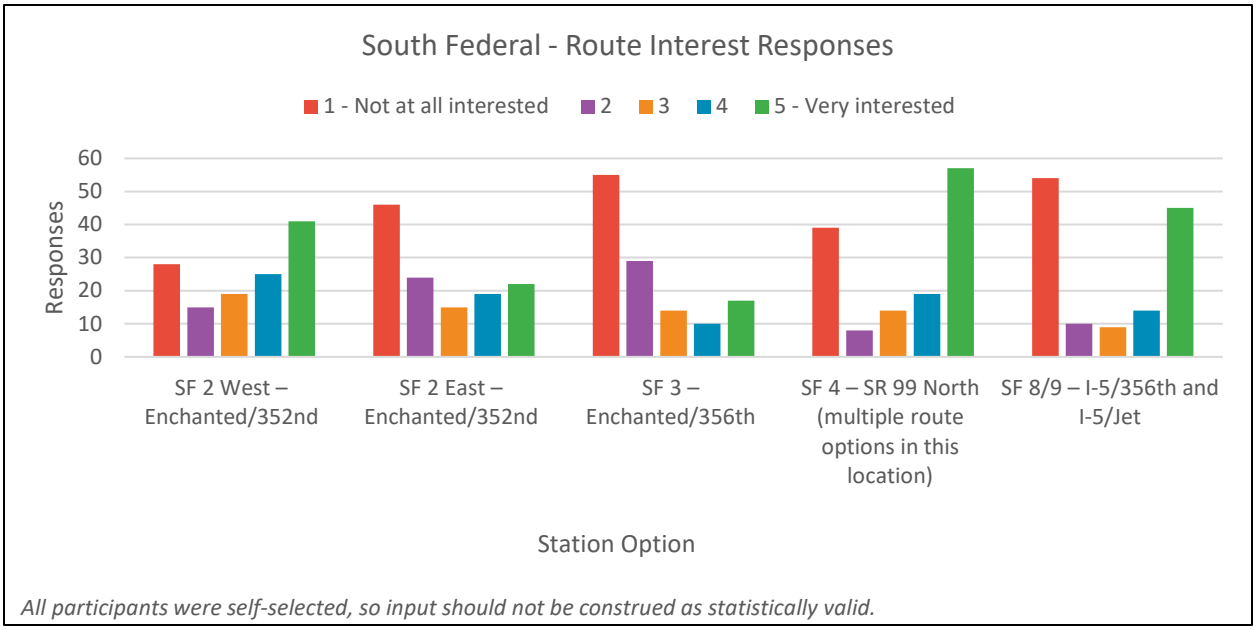


**Out of 145 total respondents.*
All participants were self-selected, so input should not be construed as statistically valid.

Number of responses per South Federal Way station option

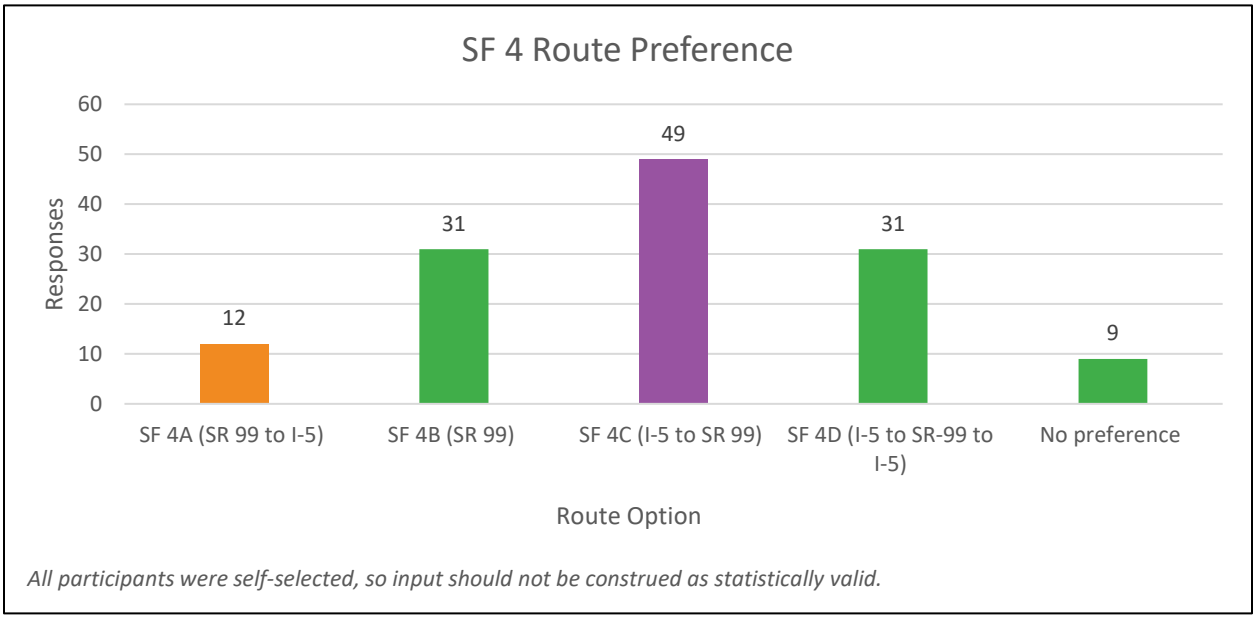
Station Option	Number of Responses*
SF 2 West – Enchanted/352nd	128
SF 2 East – Enchanted/352nd	126
SF 3 – Enchanted/356th	125
SF 4 – SR 99 North (multiple route options in this location)	137
SF 8/9 – I-5/356th and I-5/Jet	132

The below graph breaks down the average scores for each station option into the individual responses across the scale of interest in further study. Overall, respondent opinions were split, resulting in lower averages. Based on these results, respondents are most interested in continued study for SF 4 and are not as interested in SF 3, which is reflected by these two options receiving the highest and lowest average scores, respectively.



All participants were self-selected, so input should not be construed as statistically valid.

Respondents interested in the SF 4 West station option could indicate which of four route options serving SF 4 they were interested in receiving further study (SF 4A: SR 99-1-5, SF 4B: SR 99, SF 4C: I-5 to SR 99, SF 4D: I-5 to SR 99 to I-5, or no preference). Based on these results, there was the most interest in SF 4C (I-5 to SR 99) with lesser interest in SF 4B (SR 99) and SF 4D (I-5 to SR 99 to I-5).



All participants were self-selected, so input should not be construed as statistically valid.